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Contact:
Doug Ranz
248-318-0011
NACOmatic@hotmail.com

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ALABASTER, AL	
SHELBY COUNTY	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
	VOR-A[1]
NA when local weather not available.	
[1]Category D, 800-2¼.	
ALBANY, GA	
SOUTHWEST GA. RGNL	**ILS or LOC Rwy 4**
	LOC BC Rwy 22
	NDB Rwy 4
	RNAV (GPS) Rwy 4
	RNAV (GPS) Rwy 16
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 34
	VOR or TACAN Rwy 16
Category D, 800-2½.	
ALBERTVILLE, AL	
ALBERTVILLE RGNL-THOMAS J BRUMLIK FLD	**RNAV (GPS) Rwy 23**
NA when local weather not available.	
ALEXANDER CITY, AL	
THOMAS C RUSSELL FIELD	**NDB-A**
	RNAV (GPS) Rwy 18
	RNAV (GPS) Rwy 36
NA when local weather not available.	
ALMA, GA	
BACON COUNTY	**RNAV (GPS) Rwy 15**
	RNAV (GPS) Rwy 33
NA when local weather not available.	

NAME	ALTERNATE MINIMUMS
ANNISTON, AL	
ANNISTON METROPOLITAN	**ILS or LOC Rwy 5[1]**
	NDB Rwy 5[2]
	RNAV (GPS) Rwy 5[1]
	RNAV (GPS) Y Rwy 23[3]
	RNAV (GPS) Z Rwy 23[4]
NA when local weather not available.	
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.	
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.	
[4]Categories A, B, 1100-2; Category C, 1100-3.	
ATHENS, GA	
ATHENS/ BEN EPPS	**ILS or LOC/DME Rwy 27**
	RNAV (GPS) Rwy 2
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 20
	RNAV (GPS) Rwy 27
	VOR Rwy 2
	VOR Rwy 27
NA when local weather not available.	

NAME ALTERNATE MINIMUMS

ATLANTA, GA

DEKALB-PEACHTREE ... **ILS or LOC Rwy 20L**[1]
RNAV (GPS) Rwy 20L[2]
RNAV (GPS) Rwy 27[2]
VOR/DME Rwy 20L[2]
VOR/DME Rwy 27[2]

[1]NA when control zone not in effect.
[2]NA when local weather not available.

FULTON COUNTY AIRPORT-
BROWN FIELD **ILS Rwy 8**[1]
NDB Rwy 8[24]
RNAV (GPS) Rwy 26[34]
RNAV (GPS) Y Rwy 8[34]
VOR-A[5]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Categories A,B, 1100-2; Categories C,D, 1100-3.

NEWNAN COWETA
COUNTY **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

ATLANTA, GA (CON'T)

PEACHTREE CITY-
FALCON FIELD **RNAV (GPS) Rwy 13**[1]
RNAV (GPS) Rwy 31

NA when local weather not available.
[1]Category D, 800-2½.

AUBURN, AL

AUBURN-OPELIKA
ROBERT G PITTS **ILS or LOC Rwy 36**
RNAV (GPS) Rwy 36

NA when local weather not available.

AUGUSTA, GA

AUGUSTA RGNL
AT BUSH FIELD **ILS or LOC Rwy 17**[1]
ILS or LOC Rwy 35[23]
RADAR-1

NA when control tower closed.
[1]ILS, 700-2.
[2]Categories A,B,C,D, 700-2.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

BAINBRIDGE, GA

DECATUR COUNTY INDUSTRIAL
AIR PARK **ILS or LOC Rwy 27**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH
INTL **LOC Rwy 18**[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[3]
RNAV (GPS) Rwy 36[4]

[1]Category D, 800-2¼.
[2]Categories A, B, C, 900-2; Category D, 900-2¼.
[3]Category E, 800-2¼.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

BLAKELY, GA

EARLY COUNTY **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

BRUNSWICK, GA

BRUNSWICK
GOLDEN ISLES **ILS or LOC Rwy 7**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B

NA when local weather not available.

CANTON, GA

CHEROKEE COUNTY **RNAV (GPS) Rwy 22**

NA when local weather not available.

CARROLLTON, GA

WEST GEORGIA RGNL-
O V GREY FIELD **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

CARTERSVILLE, GA

CARTERSVILLE **LOC Rwy 19**[12]
RNAV (GPS) Rwy 1[1]
RNAV (GPS) Rwy 19[1]
VOR/DME-A[3]

NA when local weather not available.
[1]Category C, 900-2½; Category D, 900-2¾.
[2]NA when FBO closed.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

CLAXTON, GA
CLAXTON-EVANS COUNTY **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.
Category D, 800-2¼.

CLAYTON, AL
CLAYTON MUNI **RNAV (GPS) Rwy 27**
VOR/DME Rwy 27
NA when local weather not available.

COLUMBUS, GA
COLUMBUS METROPOLITAN **ILS or LOC Rwy 6**
VOR-A
NA when control tower closed.

CORDELE, GA
CRISP COUNTY-CORDELE **NDB Rwy 10**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 28
VOR/DME Rwy 23
NA when local weather not available.

CULLMAN, AL
FOLSOM FIELD **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

DALTON, GA
DALTON MUNI **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

DECATUR, AL
PRYOR FIELD RGNL **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18[1]
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

DOTHAN, AL
DOTHAN RGNL **ILS or LOC Rwy 14**
ILS or LOC Rwy 32
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR or TACAN-A
NA when control tower closed.
NA when local weather not available.

DOUGLAS, GA
DOUGLAS MUNI **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

DUBLIN, GA
W H 'BUD' BARRON **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 20[1]
VOR-A[2]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ELBERTON, GA
ELBERT CO-PATZ FIELD **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.

EVERGREEN, AL
MIDDLETOWN FIELD **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 28
VOR/DME Rwy 10
NA when local weather not available.

FAIRHOPE, AL
H L SONNY CALLAHAN **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR/DME-A
NA when local weather not available.

FLORALA, AL
FLORALA MUNI **RNAV (GPS) Rwy 22**
NA when local weather not available.

FORT STEWART (HINESVILLE), GA
WRIGHT AAF (FORT STEWART)/ MIDCOAST RGNL **NDB Rwy 33R**
RNAV (GPS) Rwy 6L
RNAV (GPS) Rwy 33R
NA when local weather not available.

GADSDEN, AL
NORTHEAST ALABAMA RGNL **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 36[1]
VOR Rwy 6
NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

NAME ALTERNATE MINIMUMS

GAINESVILLE, GA

LEE GILMER MEMORIAL **ILS or LOC/DME Rwy 5[1]**
NDB Rwy 5[2]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]

NA when local weather not available.
[1]ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.

GREENSBORO, GA

GREENE COUNTY RGNL **LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR/DME-B

NA when local weather not available.

GREENVILLE, AL

MAC CRENSHAW MEMORIAL **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

Category D, 800-2¼.

GULF SHORES, AL

JACK EDWARDS **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES FIELD **ILS or LOC Rwy 18L[124]**
ILS or LOC Rwy 18R[124]
ILS or LOC Rwy 36L[124]
ILS or LOC Rwy 36R[124]
RADAR-1[13]
RNAV (GPS) Rwy 18L[45]
RNAV (GPS) Rwy 18R[45]
RNAV (GPS) Rwy 36L[45]
RNAV (GPS) Rwy 36R[45]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E,700-2¼. LOC, Category E, 800-2¼.
[3]Category E, 800-2½.
[4]NA when local weather not available.
[5]Category E, 800-2¼.

MADISON COUNTY EXECUTIVE **ILS or LOC/DME Rwy 18**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.
[1]Categories A,B, 900-2; Category C,900-2½, Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

JEFFERSON, GA

JACKSON COUNTY **RNAV (GPS) Rwy 35**
VOR/DME Rwy 35

NA when local weather not available.

LAGRANGE, GA

LAGRANGE-CALLAWAY ... **ILS or LOC Rwy 31**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR Rwy 13

NA when local weather not available.

MACON, GA

MIDDLE GEORGIA RGNL **ILS or LOC/DME Rwy 5[12]**
VOR Rwy 13[3]
VOR Rwy 23[4]

[1]NA when control tower closed.
[2]ILS, Category E, 900-2¾.LOC,Category E, 900-2¾.
[3]Category A,B, 1000-2; Category C,1000-2¾; Category D, 1000-3.
[4]Categories A,B,1300-2;Categories C,D, 1300-3.

MOBILE, AL

MOBILE DOWNTOWN **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 32[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

MOBILE RGNL **ILS or LOC Rwy 14[1]**
ILS or LOC Rwy 32[1]
RNAV (GPS) Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

MONTGOMERY, AL

MONTGOMERY RGNL (DANNELLY FIELD) **ILS or LOC Rwy 10**
ILS or LOC Rwy 28
NDB Rwy 10
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when control tower closed.

MOULTRIE, GA

MOULTRIE MUNI **NDB-A**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ROME, GA

RICHARD B. RUSSELL **ILS/DME Rwy 1[1]**
RNAV (GPS) Rwy 1[1,2]
RNAV (GPS) Rwy 7[1,2]
RNAV (GPS) Rwy 19[1,2]
RNAV (GPS) Rwy 25[1,2]
VOR/DME Rwy 1[1,2]
VOR/DME Rwy 19[2,3]

[1]Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

SAVANNAH, GA

SAVANNAH HILTON HEAD INTL **ILS or LOC Rwy 1[1,2]**
ILS or LOC Rwy 10[1,2]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 19
RNAV (GPS) Z Rwy 28
VOR/DME-A[3]
VOR/DME or TACAN Rwy 1[3]
VOR/DME or TACAN Rwy 19[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]Category D, 700-2.
[3]Category E, 900-3.

STATESBORO, GA

STATESBORO-BULLOCH COUNTY **RNAV (GPS) Rwy 32**

NA when local weather not available.
Category D, 800-2¼.

SWAINSBORO, GA

EMANUEL COUNTY **LOC/NDB Rwy 13**
NDB Rwy 13
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME-A

NA when local weather not available.

SYLACAUGA, AL

MERKEL FIELD SYLACAUGA MUNI **NDB-A[1]**
RNAV (GPS) Rwy 9[2,3]
RNAV (GPS) Rwy 27[2,3]

[1]Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.
[2]Category C, 800-2¼; Category D, 1100-3.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

SYLVANIA, GA

PLANTATION AIRPARK **NDB Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.

TALLADEGA, AL

TALLADEGA MUNI **RNAV (GPS) Rwy 3[1]**
RNAV (GPS) Rwy 21[1]
VOR-A[2]
VOR/DME Rwy 3[1]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

THOMASTON, GA

THOMASTON-UPSON COUNTY **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

TROY, AL

TROY MUNI **ILS or LOC Rwy 7[1]**
NDB Rwy 7
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 32

NA when local weather not available.
[1]NA when control tower closed.

TUSCALOOSA, AL

TUSCALOOSA RGNL **ILS Rwy 4[1,2]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 11[3]
RNAV(GPS) Rwy 22[3]
RNAV (GPS) Rwy 29[3]
VOR or TACAN Rwy 4[1]

[1]NA when control tower closed.
[2]700-2.
[3]NA when local weather not available.

VALDOSTA, GA

VALDOSTA RGNL **ILS or LOC Rwy 35[1]**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR Rwy 35

NA when local weather not available.
[1]ILS, LOC, Category E, 900-3.

NAME	ALTERNATE MINIMUMS
VIDALIA, GA	
VIDALIA RGNL	**RNAV (GPS) Rwy 24**
NA when local weather not available.	
WAYCROSS, GA	
WAYCROSS-WARE COUNTY	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 36[1]
NA when local weather not available.	
[1]Category D, 800-2¼.	
WINDER, GA	
BARROW COUNTY	**NDB Rwy 31**
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 31
NA when local weather not available.	

AUGUSTA, GA

Amdt.8, June 10, 2006 (FAA)

ELEV **145**

AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17	AB	**660**/24	515	(600-½)	C	**660**/50	515	(600-1)
		D	**660**/60	515	(600-1¼)				
	35	AB	**700**/24	564	(600-½)	C	**700**/50	564	(600-1)
		D	**700**/60	564	(600-1¼)				
CIRCLING		AB	**780**-1	635	(700-1)	C	**780**-1¾	635	(700-1¾)
		D	**780**-2	635	(700-2)				

When control tower closed, procedure NA.

AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA)

ELEV **423**

DANIEL FIELD

RADAR- 126.8 270.3 NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	29	AB	**860**-1	438	(500-1)	C	**860**-1¼	438	(500-1¼)
		D	**860**-1½	438	(500-1½)				
	11	AB	**920**-1	498	(500-1)	C	**920**-1¼	498	(500-1¼)
		D	**920**-1½	498	(500-1½)				
CIRCLING		AB	**920**-1	498	(500-1)	C	**920**-1½	498	(500-1½)
		D	**1020**-2	597	(600-2)				

When Augusta control tower not in operation, procedure not authorized.
Tower 607 MSL 2333' north of Rwy 29.

CAIRNS AAF (KOZR), AL (Fort Rucker) (Orig A 09071 USA) ELEV 301

RADAR[1] **- (E)** (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°) (121.1 319.25 341°-020°) ▽ ⚠NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	6[2]	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6[2]		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

[1]Vis reduction by copters NA. [2]When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.

DOBBINS ARB (KMGE), GA (Marietta) (Amdt 2, 09183 USAF)

RADAR[1] - Ctc ATLANTA APP CON **(E)** 121.0 268.7 ▽ **ELEV 1068**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	29[3]	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
	11[4]	3.0°/48/1152	ABCDE	1461/40	393	(400-¾)
ASR	11[6]		AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
	29[5]		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR[7]	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

[1]Opr 1200-0400Z++. [2]No-NOTAM MP 1100-1530Z++ Mon-Tue. [3]When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase RVR to 60 and vis to 1¼ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. [6]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. [7]CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) ELEV 41

RADAR - (E) 127.65 143.2 307.125 317.475 ▽ ⚠NA Pro NA when Hunter Ctl Twr clsd.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR 1 (SAVANNAH)[1] [2]						
ASR	10[3]		AB	460-¾	434	(500-¾)
			C	460-1¼	434	(500-1¼)
			D	460-1½	434	(500-1½)
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
CIR[4]	10-28		AB	540-1	499	(500-1)
			C	580-1½	539	(600-1½)
			D	600-2	559	(600-2)
RADAR 2 (HUNTER)[5]						
PAR	10[6]	3.0°/49/937	ABCD	226-¾	200	(200-¾)
	28	3.0°/50/842	ABCD	241/24	200	(200-½)

[1]Opr 1100-0500Z++. [2]Wx radar avbl. [3]For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. [4]Circling NA N of Rwy 10-28 for CAT D. [5]Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. [6]Inop table does not apply to ALSF.

HUNTSVILLE, AL Amdt. 9A, JUN 30, 2006 (FAA) ELEV 629

HUNTSVILLE INTL-CARL T. JONES FIELD

RADAR- 125.6 354.1 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36R		AB	**1000**-½	405	(500-½)	C	**1000**- ¾	405	(500-¾)
			DE	**1000**-1	405	(500-1)				
	36L		ABC	**960**-½	345	(400-½)	DE	**960**-1	345	(400-1)
	18R		AB	**1060**/24	431	(500-½)	C	**1060**/40	431	(500-¾)
			DE	**1060**/50	431	(500-1)				
	18L		AB	**1160**-½	551	(600-½)	C	**1160**-1	551	(600-1)
			D	**1160**-1¼	551	(600-1¼)	E	**1160**-1½	551	(600-1½)
CIRCLING			AB	**1160**-1	531	(600-1)	C	**1160**-1½	531	(600-1½)
			D	**1240**-2	611	(700-2)	E	**1240**-2¼	611	(700-2¼)

Category E circling not authorized East of Rwys 18L/36R.
For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to ¼ mile.
For inoperative MALSR, increase S-ASR 18L, Cat E visibility ½ mile, S-ASR 36R Cat D visibility ¼ mile, Cat E ½ mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

LAWSON AAF(KLSF), (FORT BENNING),GA (Columbus) (Amdt2,07074USA) ELEV232

RADAR[1] - Ctc ATLANTA APP CON **(E)** (125.5 323.1 241°-360°) (126.55 353.75 001°-150°) (126.025 285.525 151°-240°) ▼ ⚠NA When tower closed.

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
RADAR 2 (ATLANTA)						
ASR	33[2]		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¾	514	(600-1¾)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¾	654	(700-1¾)
			D	880-2	654	(700-2)
CIR[3]	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¾	648	(700-1¾)
			D	880-2	648	(700-2)

[1]Opr 1300-2100Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. [2]For inop SALSF, increase CAT D vis to 2 miles. [3]Cir NA E of Rwy 15-33.

MAXWELL AFB (KMXF), AL (Montgomery) (06271 USAF) ELEV 171

RADAR[1] - 121.2 363.025S 380.225N ▼

	RWY	GS/TCH/RPI	CAT	DA MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15[4]		ABCD	560/40	389	(400-¾)
	33		AB	800-1¼	634	(700-1¼)
			C	800-1¾	634	(700-1¾)
			D	800-2	634	(700-2)
CIR[3]	15		AB	680-1¼	509	(600-1¼)
			C	680-1½	509	(600-1½)
			D	740-2	569	(600-2)
	33		AB	800-1¼	629	(700-1¼)
			C	800-1¾	629	(700-1¾)
			D	800-2	629	(700-2)

[1]Opr 1400-0350Z++. [2]5 min PN rqr for practice ASR apch. [3]Cir not auth E of Rwy 15-33. [4]When ALS inop, increase CAT ABCD RVR to 60 and vis to 1¼ miles.

MOBILE, AL

Amdt. 4A, JUL 6, 2006 (FAA) ELEV **218**

MOBILE RGNL

RADAR- 118.5 269.3

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	AB	**660**-½	441	(500-½)	C	**660**-¾	441	(500-¾)
		DE	**660**-1	441	(500-1)				
	14	AB	**640**/24	425	(500-½)	C	**640**/40	425	(500-¾)
		DE	**640**/50	425	(500-1)				
CIRCLING		AB	**680**-1	461	(500-1)	C	**680**-1½	461	(500-1½)
		D	**780**-2	561	(600-2)	E	NA		

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALSR.
For inoperative MALSR, increase S-32 Category E visibility to 1½ miles.

MONTGOMERY, AL

Amdt. 8A, SEP 15, 1993 (FAA) ELEV **221**

MONTGOMERY RGNL (DANNELLY FIELD)

RADAR- 121.2 380.225 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	10	ABC	**600**/40	381	(400-¾)	DE	**600**/50	381	(400-1)
	28	ABC	**620**-¾	423	(400-¾)	DE	**620**-1	423	(400-1)
CIRCLING		AB	**680**-1	459	(500-1)	C	**680**-1½	459	(500-1½)
		DE	**780**-2	559	(600-2)				

Procedure NA when control tower closed.
Category E circling NA north of runway 10-28.
Category D S-28 visibility increased ¼ mile for inoperative MALSR.
Category E S-28 visibility increased ½ mile for inoperative MALSR.
Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALSR.

REDSTONE AAF (KHUA), AL (Redstone Arsenal) (Amdt 1A, 09127 USA)

RADAR[1]**- (E)** (125.6 354.1E) (118.05 239.0W)▽ ⚠ NA **ELEV 684**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	17[23]	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

[1]GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. [2]When approach lights inoperative, increase CAT A, B visibility ¼ mile. [3]When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

ST MARYS, GA

Amdt 2, SEP 30, 2004 (FAA)

ELEV **24**

ST MARYS

RADAR- 127.0 ▽ ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	4		A	**640**-1	617	(700-1)	B	**640**-1¼	617	(700-1¼)
			C	**640**-1¾	617	(700-1¾)				
CIRCLING			AB	**680**-1¼	656	(700-1¼)	C	**680**-1¾	656	(700-1¾)

Use Jacksonville, FL, Jacksonville Intl altimeter setting.

TROY, AL

Amdt. 8, JAN 15, 2009 (FAA)

ELEV 398

TROY MUNI

RADAR[1]- 121.1 319.25 ▽

	RWY	GS/TCH/GPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7	2.9/51/1007	ABCD	**592**-¾	200	(200-¾)				
ASR	7		AB	**960**-1	568	(600-1)	C	**960**-1½	568	(600-1½)
			D	**960**-1¾	568	(600-1¾)				
CIRCLING			AB	**960**-1	562	(600-1)	C	**960**-1½	562	(600-1½)
			D	**980**-2	582	(600-2)				

When control tower closed, procedure not authorized. ASR utilizes PAR without glideslope.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ADEL, GA

COOK COUNTY

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 051° to 1500 before proceeding on course.

NOTE: **Rwy 5,** multiple trees and vehicles beginning 411' from departure end of runway, 16' left of centerline, up to 100' AGL/349' MSL. Multiple trees and vehicles beginning 159' from departure end of runway, 18' right of centerline, up to 100' AGL/349' MSL. **Rwy 15,** multiple trees beginning 1801' from departure end of runway, 629' left of centerline, up to 100' AGL/339' MSL. Multiple trees beginning 932' from departure end of runway, 437' right of centerline, up to 100' AGL/339' MSL. **Rwy 23,** multiple trees beginning 503' from departure end of runway, 178' left of centerline, up to 72' AGL/321' MSL. Multiple trees beginning 1058' from departure end of runway, 74' right of centerline, up to 73' AGL/312' MSL. **Rwy 33,** multiple trees beginning 4793' from departure end of runway, 120' left of centerline, up to 100' AGL/349' MSL. Multiple trees beginning 4990' from departure end of runway, 761' right of centerline, up to 100' AGL/349' MSL.

NAME	TAKE-OFF MINIMUMS

ALABASTER, AL

SHELBY COUNTY (EET)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1¼. **Rwy 34,** 300-1 w/ min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 16,** rising terrain beginning 30' from DER. Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL. T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL. Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL. **Rwy 34,** rising terrain beginning 132' from DER. Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL. T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL. Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL. Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL. Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.

ALBANY, GA

SOUTWEST GEORGIA RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 300-2 or std. w/ min. climb of 255' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 700 before turning left. **Rwy 34,** climb heading 344° to 700 before turning right.

NOTE: **Rwy 4,** multiple trees and tank beginning 913' from departure end of runway, 383' left of centerline, up to 127' AGL/329' MSL. Multiple trees beginning 1985' from departure end of runway, 797' rightof centerline, up to 79' AGL/275' MSL. **Rwy 16,** multiple trees beginning 1044' from departure end of runway, 310' left of centerline, up to 59' AGL/253' MSL. Multiple trees beginning 1977' from departure end of runway, 81' right of centerline, up to 92' AGL/286' MSL. **Rwy 22,** tree 1461' from departure end of runway, 793' left of centerline, 81' AGL/250' MSL. Pole 1093' from departure end of runway, 731' left of centerline, 61' AGL/230' MSL.**Rwy 34,** multiple trees beginning 426' from departure end of runway, 14' left of centerline up to 82' AGL/277' MSL. Multiple trees beginning 477' from departure end of runway, 14' right of centerline, up to 58' AGL/253' MSL.

ALBERTVILLE, AL

ALBERTVILLE RGNL/THOMAS J BRUMLIK FIELD

NOTE: **Rwy 5,** trees beginning 18' from departure end of runway, 353' left of centerline, up to 56' AGL/1088' MSL. Trees beginning 724' from departure end of runway, 676' right of centerline, up to 60' AGL/1092' MSL. Poles beginning 12' from departure end of runway, 428' left of centerline, up to 24' AGL/1056' MSL. Terrain beginning 30' from departure end of runway, 108' left of centerline, 0' AGL/1047' MSL. Terrain 30' from departure end of runway, 58' right of centerline, 0' AGL/1050' MSL. **Rwy 23,** trees beginning 47' from departure end of runway, 469' right of centerline, up to 14' AGL/1017' MSL. Terrain 36' from departure end of runway, 346' right of centerline, 0' AGL/1004' MSL.

ALEXANDER CITY, AL

THOMAS C. RUSSELL FIELD (ALX)
AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ min. climb of 220' per NM to 1000, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 358° to 1300 before turning east.

NOTE: **Rwy 18,** rising terrain and trees beginning at DER, left ad right of centerline, up to 100' AGL/759' MSL. **Rwy 36,** trees beginning at DER, left and right of centerline, up to 100' AGL/859' MSL. Vehicle on road 37' from DER, 267' right of centerline, 17' AGL/696' MSL. Trees 5401' from DER, 1921' left of centerline, 100' AGL/839' MSL.

ALMA, GA

BACON COUNTY

NOTE: **Rwy 33,** trees 2821' from departure end of runway, 247' right of centerline, 70' AGL/274' MSL.

AMERICUS, GA

SOUTHER FIELD

NOTE: **Rwy 5,** vehicle on road beginning 789' from departure end of runway, 647' left of centerline, up to 15' AGL/484' MSL. Trees beginning 803' from departure end of runway, 671' right of centerline, up to 100' AGL/569' MSL. **Rwy 9,** trees beginning 1566' from departure end of runway, 884' left of centerline, up to 100' AGL/569' MSL. **Rwy 23,** trees beginning 3177' from departure end of runway, 1171' right of centerline, up to 100' AGL/559' MSL. **Rwy 27,** vehicle on road beginning 486' from departure end of runway, 613' right of centerline, up to 15' AGL/484' MSL. Trees beginning 2314' from departure end of runway, 429' left of centerline, up to 100' AGL/559' MSL.

ANDALUSIA/OPP, AL

SOUTH ALABAMA RGNL AT BILL BENTON FIELD

NOTE: **Rwy 11**, multiple trees beginning 379' from departure end of runway, 279' left of centerline, up to 59' AGL/368' MSL. Multiple trees beginning 1478' from departure end of runway, 687' right of centerline, up to 71' AGL/380' MSL. **Rwy 29,** multiple trees beginning 93' from departure end of runway, 490' left of centerline, up to 85' AGL/394' MSL. Multiple trees beginning 40' from departure end of runway, 353' right of centerline, up to 66' AGL/375' MSL.

ANNISTON, AL

ANNISTON METROPOLITAN (ANB)
AMDT 6 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 5,** Climbing right turn to intercept Talladega VOR/DME R-085 outbound climb to 3000 before proceeding on course. **Rwy 23,** Climb heading 229° to 1300 then turn right direct TDG VOR/DME.

NOTE: **Rwy 5,** tree 1147' from departure end of runway, 730' left of centerline, 77' AGL/689' MSL. Sign 2269' from departure end of runway, 903' left of centerline, 100' AGL/712' MSL. Bush 493' from departure end of runway, 385' left of centerline, 33' AGL/645' MSL. Railroad 197' from departure end of runway, 435' left of centerline, 25' AGL/637' MSL. Tree 1965' from departure end of runway, 275' left of centerline, 69' AGL/681' MSL. Pole 506' from departure end of runway, 549' right of centerline, 24' AGL/636' MSL. **Rwy 23,** tree 4545' from departure end of runway, 1238' left of centerline, 717' MSL.

ATHENS, GA

ATHENS/BEN EPPS (AHN)
AMDT 1A 08129 (FAA)

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 021° to 2300 before turning West.

NOTE: **Rwy 2,** trees beginning 1168' from departure end of runway, 132' left of centerline, up to 90' AGL/870' MSL. Trees beginning 1064' from departure end of runway, 18' right of centerline, up to 90' AGL/856' MSL. Light on hangar 161' from departure end of runway, 392' left of centerline, 20' AGL/819' MSL. **Rwy 9,** tree 2114' from departure end of runway, 565' left of centerline, 100' AGL/824' MSL. Tree 1021' from departure end of runway, 674' right of centerline, 121' AGL/820' MSL. **Rwy 20,** trees beginning 964' from departure end of runway, 144' left of centerline, up to 86' AGL/856' MSL. Numerous trees and bushes beginning 81' from departure end of runway, 89' right of centerline, up to 74' AGL/834' MSL. Rising terrain beginning 85' from departure end of runway, 8' right of centerline, to 335' left of centerline, 791' MSL. **Rwy27,** trees beginning 375' from departure end of runway, 385' left of centerline, up to 110' AGL/809' MSL. Trees beginning 106' from departure end of runway, 407' right of centerline, up to 63' AGL/803' MSL. Antenna 1023' from departure end of runway, 365' left of centerline, 50' AGL/791' MSL.

ATLANTA, GA

COBB COUNTY-MCCOLLUM FIELD (RYY)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¾ or std. w/ min. climb of 223' per NM to 1400, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway. **Rwy 27,** 300-1¾.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1900 before proceeding south. **Rwy 27,** climb heading 273° to 1600 before proceeding southeast.

NOTE: **Rwy 9,** trees 1048' from DER, 588' left of centerline, up to 99' AGL/1039' MSL. Terrain 27' from DER, 375' right of centerline, 0' AGL/1005' MSL. Trees 1.4 NM from DER, 2561' right of centerline, up to 100' AGL/1239' MSL. **Rwy 27,** multiple vehicles on roads, buildings, railroads, and trees beginning 152' from DER, 17' left of centerline, up to 100' AGL/1179' MSL. Multiple vehicles on roads, buildings, railroads, and trees beginning 262' from DER, 6' right of centerline, up to 100' AGL/1159' MSL. Trees 1.4 NM from DER, 2670' left of centerline, up t o 100' AGL/1259' MSL.

ATLANTA, GA (CON'T)

DEKALB-PEACHTREE (PDK)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2L,** 200-1½ or standard w/ min. climb of 270' per NM to 1300. **Rwy 2R,** 200-1 or std. w/ min. climb of 322' per NM to 1200. **Rwy 20R,** std. w/ min. climb of 316' per NM to 2400 or 1400-3 for climb in visual conditions. **Rwy 34,** std. w/ min. climb of 264' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1700 before proceeding on course. **Rwy 16,** climb heading 159° to 2000 before proceeding on course. **Rwy 20L,** climb heading 150° to 3100 before proceeding on course. **Rwy 20R,** climb heading 150° to 3100 before proceeding on course, or for climb in visual conditions, cross Dekalb-Peachtree airport at or above 2300 before proceeding on course. **Rwy 27,** climb heading 268° to 1800 before proceeding on course. **Rwy 34,** for climb in visual conditions: cross Dekalb-Peachtree airport at or above 2300 MSL before proceeding on course

NOTE: **Rwy 2L,** terrain 1' from departure end of runway, 125' right of centerline, 978' MSL. Bush 74' from departure end of runway, 254' right of centerline, 57' AGL/1009' MSL. Trees beginning 240' from departure end of runway, left and right of centerline, up to 100' AGL 1115' MSL. Windsock, antenna, tower and building beginning 563' from departure end of runway, 153' left of centerline, up to 179' AGL/1177' MSL. **Rwy 2R,** trees beginning 62' from departure end of runway, left and right of centerline, up to 100' AGL/1142' MSL. Powerline 550' from departure end of runway, 499' right of centerline, 35' AGL/1031' MSL. **Rwy 9,** vehicles beginning 370' from departure end of runway, left and right of centerline, up to 15' AGL/994' MSL. Trees beginning 52' from departure end of runway, left and right of centerline, up to 100' AGL/1119' MSL. **Rwy 16,** trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1084' MSL. Tower 11' from departure end of runway, 308' left of centerline, 29' AGL/ 1017' MSL. Windsock and sign beginning 2' from departure end of runway, 180' right of centerline, up to 44' AGL/1002' MSL. **Rwy 20L,** trees beginning 28' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Pole, spire and sign beginning 255' from departure end of runway, 277' left of centerline up to 66' AGL/1028' MSL. **Rwy 20R,** trees beginning 25' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Spire and pole beginning 1966' from departure end of runway, 94' right of centerline, up to 106' AGL/1071' MSL. Sign 1129' from departure end of runway, 778' left of centerline, 66' AGL/1028' MSL. **Rwy 27,** vehicles beginning 146' from departure end of runway, left and right of centerline, up to 15' AGL/1017' MSL. Trees beginning 150' from departure end of runway, left and right of centerline, up to 100' AGL/1107' MSL. **Rwy 34,** vehicles beginning 873' from departure end of runway, left and right of center line, 15' AGL/1036' MSL. Trees beginning 145' from departure end of runway, left and right of centerline, up to 100' AGL/1098' MSL. Sign, building and rod on building beginning 1287' from departure end of runway, 153' right of centerline, up to 57' AGL/1075' MSL. Poles beginning 956' from departure end of runway, 282' right of centerline up to 61'AGL/1071' MSL. Poles beginning 121' from departure end of runway, 284' left of centerline, 39' AGL/1090' MSL. Hangers beginning 341' from departure end of runway, left and right of centerline, 24' AGL/1022' MSL.

ATLANTA, GA (CON'T)

FULTON COUNTY AIRPORT-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 9, 14,** 400-1. **Rwy 32,** 700-3 or std. with a min. climb of 290' per NM to 1600. **Rwys 26, 27,** 500-1 or std. with a min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 8, 9,** left turn, climb via heading 060° to 3100 before proceeding on course. **Rwy 14,** climb runway heading to 1400 at min. climb of 220' per NM before proceeding on course. **Rwys 26, 27, 32,** climb runway heading to 1400 before turning.

Departure procedure not required for aircraft with minimum climb of 300' per NM to 3100 or when weather is 1300-2 or better.

ATLANTA, GA (CON'T)

HARTSFIELD-JACKSON ATLANTA INTL

TAKE-OFF MINIMUMS: **Rwy 8R,** 300-1 or std. with a min. climb of 247' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 9L,** 300-1¼ or std. with a min. climb of 234' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 8R,** climb heading 092° to 1500 before turning right. **Rwy 9L,** climb heading 092° to 1500 before turning left.

NOTE: **Rwy 8L,** multiple trees beginning 930' from departure end of runway, 533' left of centerline up to 58' AGL/1048' MSL. Building 2705' from departure end of runway, 1061' left of centerline, 72' AGL/1068' MSL. **Rwy 8R,** Antenna on tower 4816' from departure end of runway, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from departure end of runway, 1666' right of centerline, 148' AGL/1145' MSL. Stack on building 1734' from departure end of runway, 945' left of centerline, 47' AGL/1043' MSL. **Rwy 9L,** rod on pole 5306' from departure end of runway, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from departure end of runway, 453' left of centerline, 3' AGL/981' MSL. **Rwy 10,** tower 4223' from departure end of runway, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from departure end of runway, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from departure end of runway, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from departure end of runway, 520' right of centerline, 43' AGL/1011' MSL. **Rwy 26L,** tree 1370' from departure end of runway, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from departure end of runway, 564' left of centerline, 50' AGL/1097' MSL. Rod on building 1249' from departure end of runway, 752' left of centerline, 52' AGL/1059' MSL. Building 1138' from departure end of runway, 636' left of centerline, 43' AGL/1057' MSL. **Rwy 26R,** multiple trees beginning 1786' from departure end of runway, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from departure end of runway, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from departure end of runway, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from departure end of runway, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from departure end of runway, 1069' right of centerline, 69' AGL/1121' MSL. **Rwy 27L,** hopper 3936' from departure end of runway, 1255' right of centerline, 96' AGL/1131' MSL. **Rwy 27R,** tree 4396' from departure end of runway, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from departure end of runway, 862' right of centerline, 68'AGL/1113' MSL. Light pole 1012' from departure end of runway, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from departure end of runway, 201' right of centerline up to 96' AGL/1131' MSL. Elevator4001' from departure end of runway, 207' right of centerline, 103' AGL/1125' MSL. **Rwy 28,** catenary 2001' from departure end of runway, 771' left of centerline, 60' AGL/1051' MSL.

ATLANTA, GA (CONT.)

NEWNAN-COWETA COUNTY

DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn via heading 270° to 2100 before proceeding on course.

NOTE: **Rwy 32,** tree 1684' from departure end of runway, 784' right of centerline 100' AGL/1119' MSL.

PEACHTREE CITY-FALCON FIELD

TAKE-OFF MINIMUMS: **Rwy 13,** 200-1.

ATMORE, AL

ATMORE MUNI

NOTE: **Rwy 18,** vehicle on road 400' from departure end of runway, on centerline, 15' AGL/292' MSL.

AUBURN, AL

AUBURN-OPELIKA ROBERT G. PITTS

NOTE: **Rwy 18,** multiple trees beginning 1128' from departure end of runway, 559' right of centerline, up to 73' AGL/793' MSL, tree 1127' from departure end of runway, 464' left of centerline, 59' AGL/769' MSL. **Rwy 29,** multiple trees beginning 202' from departure end of runway, 51' left of centerline, up to 81' AGL/860' MSL. Multiple trees beginning 231' from departure end of runway, 9' right of centerline, up to 82' AGL/841' MSL. **Rwy 36,** multiple trees beginning 223' from departure end of runway, 21' left of centerline, up to 88' AGL/848' MSL. Multiple trees beginning 87' from departure end of runway, 44' right of centerline, up to 106' AGL/865' MSL.

AUGUSTA, GA

AUGUSTA RGNL AT BUSH FIELD (AGS)

AMDT 13 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ min. climb of 392' per NM to 2600 or 1700 - 2½ for climb in visual conditions. **Rwy 26,** 300-1 ¾ or std. w/ min. climb of 323' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 8,** for climb in visual conditions: cross Augusta Regional at Bush Field airport at or above 1700 MSL before proceeding on course. **Rwy 17,** climb heading 172° to 900 before turning east. **Rwy 26,** climb heading 262° to 1000 before turning east. **Rwy 35,** climb heading 352° to 1300 before turning east.

NOTE: **Rwy 8,** numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL. **Rwy 17,** numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1700' from DER, 759' right of centerline, up to 82' AGL/216' MSL. **Rwy 26,** numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Tree 4983' from DER, 1396' left of centerline, 100' AGL/329' MSL. Tree 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

AUGUSTA, GA (CON'T)

DANIEL FIELD (DNL)

AMDT 5 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min climb of 385' per NM to 800. **Rwy 23,** 600-3 or std. w/ min. climb of 350' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 214° to 1300 before turning west. **Rwy 29,** climb heading 288° to 1000 before turning south.

NOTES: **Rwy 5,** rising terrain beginning 143' from departure end of runway, 260' right of centerline, 430' MSL. Building 315' from departure end of runway, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from departure end of runway, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from departure end of runway, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from departure end of runway, 134' left of centerline up to 466' MSL. Building 392' from departure end of runway, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from departure end of runway, 12' left of centerline, up to 100' AGL/579' MSL. **Rwy 11,** hangar 7' from departure end of runway, 493' right of centerline, 50' AGL/479' MSL. road and vehicle 253' from departure end of runway, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from departure end of runway, 138' right of centerline, up to 100' AGL/529' MSL. Building 2232' from departure end of runway, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from departure end of runway, 146' left of centerline, up to 430' MSL. Building 251' from departure end of runway, 531' left of centerline, 50' AGL/479' MSL. Building 483' from departure end of runway, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from departure end of runway, 145' left of centerline, up to 100' AGL/529' MSL. **Rwy 23,** tower 2.4 NM from departure end of runway, 3437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from departure end of runway, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from departure end of runway, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from departure end of runway, 114' right of centerline, 50' AGL/409' MSL. **Rwy 29,** numerous trees beginning 7' from departure end of runway, 117' left of centerline up to 100' AGL/539' MSL. Building 31 1' from departure end of runway, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from departure end of runway, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from departure end of runway, 3' right of centerline, up to 100' AGL/539' MSL. Building 1480' from departure end of runway, 793' right of centerline, 50' AGL/489' MSL.

BAINBRIDGE, GA

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

ORIG 09211 (FAA)

NOTE: **Rwy 14,** trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL. **Rwy 27,** trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL. Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

BAXLEY, GA

BAXLEY MUNI (BHC)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 259° to 800 before turning north.

NOTE: **Rwy 8,** trees beginning 14' from departure end of runway, 149' left of centerline up to 70' AGL/285' MSL. Trees beginning 749' from departure end of runway, 465' right of centerline, up to 97' AGL/278' MSL. Poles, beginning 764' from departure end of runway, 393' right of centerline, up to 24' AGL/234' MSL. **Rwy 26,** trees beginning 41' from departure end of runway, 287' left of centerline up to 88' AGL/295' MSL. Trees beginning 228' from departure end of runway, 31' right of centerline up to 80' AGL/285' MSL.

BAY MINETTE, AL

BAY MINETTE MUNI

NOTE: **Rwy 8,** brush 115' from departure end of runway, 80' left of centerline, 5' AGL/253' MSL. **Rwy 26,** trees 1190' from departure end of runway, on centerline, 35' AGL/242' MSL. Brush 135' from departure end of runway, 91' left of centerline, 5' AGL/212' MSL. Tree 5494' from departure end of runway, 84' right of centerline, 100' AGL/348' MSL.

BESSEMER, AL

BESSEMER

NOTE: **Rwy 5,** numerous trees beginning 147' from departure end of runway, 33' left of centerline, up to 100' AGL/859' MSL. Numerous trees beginning 36' from departure end of runway, 8' right of centerline, up to 100' AGL/769' MSL. **Rwy 23,** terrain beginning 33' from departure end of runway, 102' left of centerline, up to 709' MSL. Tree 74' from departure end of runway, 163' right of centerline, 50' AGL/714' MSL. Tree 175' from departure end of runway, 439' left of centerline, 11' AGL/710' MSL.

BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH INTL

TAKE-OFF MINIMUMS: **Rwy 6,** 800-6 or std. with a min. climb of 360' per NM to 1700. Air Carrier reductions not authorized. **Rwy 18,** 800-4 or std. with a min. climb of 340' per NM to 1700. **Rwy 36,** 800-2.

DEPARTURE PROCEDURE: **Rwy 6,** climb runway heading to 1700 before turning on course. **Rwy 18,** climb runway heading to 2100 before turning on course. **Rwy 24,** climb runway heading to 2100 before turning on course. **Rwy 36,** climb runway heading to 1700 before turning on course.

BLAKELY, GA

EARLY COUNTY (BIJ)

ORIG 08045 (FAA)

NOTE: **Rwy 5,** trees beginning 12' from departure end of runway, 214' left of centerline, up to 100' AGL/319' MSL. Trees beginning 17' from departure end of runway, 122' right of centerline, up to 100' AGL/329' MSL. Vehicles on roadway, beginning 416' from departure end of runway, left and right of centerline, up to 17' AGL/236' MSL. Trains on railroad tracks beginning 883' from departure end of runway, 684' left of centerline, up to 23' AGL/242' MSL. **Rwy 23,** trees beginning at departure end of runway, 2924' right of centerline, up to 100' AGL/319' MSL. Trees beginning 417' from departure end of runway, left and right of centerline, up to 100' AGL/319' MSL. Vehicles on roadway, 537' from departure end of runway, 628'.right of centerline, up to 17'AGL/236' MSL. Buildings 1418' from departure end of runway, 203' left of centerline, up to 50' AGL/269' MSL.

BREWTON, AL

BREWTON MUNI (12J)

AMDT 2 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Closed Indef.

NOTE: **Rwy 6,** trees 141' from DER, 33' left of centerline, 25' AGL/121' MSL. **Rwy 12,** trees 199' from DER, 495' right of centerline, 57' AGL/156' MSL. Vehicle on road, 1906' from DER, 456' right of centerline, 15' AGL/156' MSL. **Rwy 24,** trees 380' from DER, 135' left of centerline, 25' AGL, 127' MSL. **Rwy 30,** trees 92' from DER, 391' right of centerline, 46' AGL/126' MSL. Trees, 2654' from DER, 1129' left of centerline, 91' AGL/161' MSL.

BRUNSWICK, GA

BRUNSWICK GOLDEN ISLES

NOTE: **Rwy 7**, tree 1380' from departure end of runway, 840' right of centerline,38' AGL/57' MSL. **Rwy 25,** multiple trees beginning 1259' from departure end of runway, 688' right of centerline, up to 50'AGL/74' MSL.

MALCOLM-MCKINNON

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34,** 400-1.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 400 before turning west.

BUTLER, AL

BUTLER-CHOCTAW COUNTY

NOTE: **Rwy 11,** multiple trees beginning 511' from departure end of runway, 3' right of centerline, up to 100' AGL/229' MSL. Multiple trees beginning 560' from departure end of runway, 191' left of centerline, up to 100' AGL/229' MSL. **Rwy 29,** multiple trees beginning 831' from departure end of runway, 361' right of centerline, up to 100' AGL/209' MSL. Multiple trees beginning 387' from departure end of runway, 333' left of centerline, up to 100' AGL/219' MSL.

BUTLER, GA

BUTLER MUNI

NOTE: **Rwy 18,** numerous trees beginning 268' from departure end of runway, 500' left of centerline, up to 100' AGL/759' MSL. Pylon 58' from departure end of runway, 449' left of centerline, 59' AGL/688' MSL. Numerous trees beginning 746' from departure end of runway, 420' right of centerline, up to 100' AGL/759' MSL.

CAIRNS AAF (KOZR)

FORT RUCKER, AL ORIG, 09127

Rwy 6, 24, 18, 36, and Helipads C, G, A, D1, D2: Standard. All other helipads, NA.

DEPARTURE PROCEDURE: **Helipad C:** Climb heading 178° to 1000 before proceeding on course. **Helipad G:** Climb heading 178° to 1000 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 6:** Trees 483' from DER, 616' left of centerline 75' AGL/344' MSL. Trees 738' from DER, 641' right of centerline, 75'AGL/ 344' MSL. Trees 1,777' from DER, 825' left of centerline, 75' AGL/ 354' MSL. **Rwy 24:** Trees 266' from DER, 538' right of centerline, 75' AGL/354' MSL. Trees 2,501' from DER, 914' right of centerline, 75' AGL/375' MSL. Reflector 149' from DER, 149' right of centerline, 13' AGL/309' MSL. Reflector 149' from DER, 150' left of centerline, 13' AGL/309' MSL. Telephone poles beginning 1,068' from DER, 303' left of centerline, up to 23' AGL/332' MSL. **Rwy 18:** Trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL. **Rwy 36:** Trees 1,199' from DER, 783' right of centerline, 75' AGL/384' MSL. Trees 3,149' from DER, 1,104' right of centerline, 75' AGL/394' MSL.

CALHOUN, GA

TOM B. DAVID FIELD

TAKE-OFF MINIMUMS: **Rwy 17,** 500-3 or std. with a min. climb of 251' per NM to 1300. **Rwy 35,** 500-2½ or std. with a min. climb of 264' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 170° to 2000 before turning. **Rwy 35,** climb via heading 350° to 2000 before turning.

NOTE: **Rwy 17,** tree 12,771' from departure end of runway, 6143' left of centerline, 100' AGL/1119' MSL. **Rwy 35,** two towers 12,928' from departure end of runway, 587' right of centerline, 100' AGL/1008' MSL.

CAMILLA, GA

CAMILLA-MITCHELL COUNTY (CXU)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 081° to 1100 before turning right.

NOTE: **Rwy 8,** trees beginning 44' from departure end of runway, 470' left of centerline, up to 100' AGL/284' MSL. Trees beginning 876' from departure end of runway, 404' right of centerline, up to 100' AGL/274' MSL. **Rwy 26,** vehicle on road beginning 53' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 218' from departure end of runway, 413' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1758' from departure end of runway, 548' right of centerline, up to 100' AGL/269' MSL.

CANON, GA

FRANKLIN COUNTY (18A)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2¼ or std. w/ min. climb of 217' per NM to 1400. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8,** trees beginning 142' from departure end of runway, 9' right of centerline, up to 110' AGL/1006' MSL. Trees beginning 469' from departure end of runway, 43' left of centerline, up to 114' AGL/1004' MSL. **Rwy 26,** trees beginning 134' from departure end of runway, 301' right of centerline, up to 57' AGL/885' MSL. Trees beginning 514' from departure end of runway, 26' left of centerline, up to 73' AGL/902' MSL.

CANTON, GA

CHEROKEE COUNTY (47A)

AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 300' per NM to 4000, or 1500-3 for climb in visual conditions. **Rwy 22,** 300-1 or std. w/ min. climb of 236' per NM to 1500. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 4,** for climb in visual conditions: cross Cherokee County Airport at or above 2600 MSL before proceeding on course. **Rwy 22,** climb heading 226° to 2500 before turning right.

NOTE: **Rwy 4,** trees beginning 56' from departure end of runway, 163' left of centerline, up to 100' AGL/1779' MSL. Trees beginning 497' from departure end of runway, 72' right of centerline, up to 100' AGL/1839' MSL. **Rwy 22,** trees beginning 163' from departure end of runway, 336' right of centerline, up to 100' AGL/1359' MSL. Trees beginning 141' from departure end of runway, 45' left of centerline, up to 100' AGL/1211' MSL.

CARROLLTON, GA

WEST GEORGIA RGNL-O V GRAY FIELD (CTJ)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 276' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 348° to 1800 before turning east.

NOTE: **Rwy 17,** trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** trees beginning 123' from DER, 3' left of centerline, up to 100' AGL/1283' MSL. Trees beginning 1189' from DER, 127' right of centerline, up to 100' AGL/1283' MSL. Vehicle on road 2489' from DER, 477' left of centerline, 17' AGL/1235' MSL.

CARTERSVILLE, GA

CARTERSVILLE

TAKE-OFF MINIMUMS: **Rwy 1,** 500-2¼ or std. w/ min. climb of 361' per NM to 1300. **Rwy 19,** 400-2½ or std. w/ min. climb of 600' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 007° to 2300 before proceeding on course. **Rwy 19,** climb heading 187° to 1300 before turning westbound.

NOTE: **Rwy 1,** trees beginning 24' from departure end of runway, 236' left of centerline, up to 74' AGL/798' MSL. Brush 199' from departure end of runway, 160' right of centerline, 26' AGL/756' MSL. Tree 1253' from departure end of runway, 641' right of centerline, 69' AGL/808' MSL. Trees beginning 8789' from departure end of runway, 2511' right of centerline, up to 100' AGL/1199' MSL. **Rwy 19,** terrain 194' from departure end of runway, 466' left of centerline, 0' AGL/775' MSL. Trees beginning 2357' from departure end of runway, 44' left of centerline, up to 80' AGL/1079' MSL. Trees beginning 2312' from departure end of runway, 119' right of centerline, up to 80' AGL/1019' MSL.

CEDARTOWN, GA

POLK COUNTY AIRPORT - CORNELIUS MOORE FIELD (4A4)

ORIG 09099 (FAA)

NOTE: **Rwy 9,** trees beginning 0' from DER, 340' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 200' from DER, 204' left of centerline, up to 100' AGL/1059' MSL. **Rwy 27,** trees beginning 0' from DER, 310' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 279' from DER, 414' left of centerline, up to 100' AGL/1059' MSL. Powerline 1407' from DER, 643' right of centerline, 65' AGL/1012' MSL.

CENTRE, AL

CENTRE MUNI

DEPARTURE PROCEDURE: **Rwy 27,** climb on runway heading to 1500 before turning left.

CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

ORIG 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** Climb heading 067° to 1400 before turning South. **Rwy 25,** Climb heading 247° to 2500 before turning South.

NOTE: **Rwy 7,** multiple trees beginning 1481' from departure end of runway, 456' right of centerline up to 100' AGL/709' MSL. Multiple trees beginning 2273' from departure end of runway, 434' left of centerline up to 100' AGL/689' MSL. **Rwy 25,** multiple trees beginning 2780' from departure end of runway, 245' right of centerline up to 100' AGL/689' MSL. Tree 3093' from departure end of runway, 516' left of centerline 100' AGL/679' MSL.

CENTREVILLE, AL

BIBB COUNTY (0A8)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 330' per NM to 600. **Rwy 28,** 300-2 or std. w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 097° to 1000 before turning left.

NOTE: **Rwy 10,** brush 430' from departure end of runway, 42' right of centerline, 48' AGL/268' MSL. Trees beginning 4800' from departure end of runway, 1397' left of centerline, up to 100' AGL/479' MSL. **Rwy 28,** trees beginning at departure end of runway, 239' left of centerline, up to 100' AGL/339' MSL. Trees beginning at departure end of runway, 309' right of centerline, up to 100' AGL/499' MSL.

CLANTON, AL

CHILTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 200-1 or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 8,26,** climb runway heading to 1000 before turning on course.

CLAXTON, GA

CLAXTON-EVANS COUNTY (CWV)

ORIG 08269 (FAA)

NOTE: **Rwy 9,** trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/199' MSL. **Rwy 27,** trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/229' MSL. Vehicles on highway beginning 236' from departure end of runway, left and right of centerline, up to 17' AGL/136' MSL.

CLAYTON, AL

CLAYTON MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-1 or std. with a min. climb of 350' per NM to 1000. **Rwy 27,** 400-1 or std. with a min. climb of 300' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning.

COCHRAN, GA

COCHRAN (48A)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1¾ or std. w/ min. climb of 316' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 1700 before turning left. **Rwy 11,** climb heading107° to 1200 before turning left. **Rwy 23,** climb heading 229° to 900 before proceeding on course. **Rwy 29,** climb heading 287° to 900 before turning right.

NOTE: **Rwy 5,** trees beginning 10' from DER, left and right of centerline, up to 100' AGL/419' MSL. **Rwy 11,** mobile sprinklers, 166' from DER, 331' right of centerline, up to 24' AGL/345' MSL. Trees beginning 979' from DER, 753' left of centerline, up to 100' AGL/409' MSL. Trees beginning 1118' from DER, 678' right of centerline, up to 100' AGL/395' MSL. **Rwy 23,** road beginning 196' from DER, 541' left of centerline, 15' AGL/344' MSL. Trees beginning 746' from DER, 302' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1061' from DER, 473' right of centerline, up to 100' AGL/539' MSL. **Rwy 29,** ground and trees beginning 42' from DER, 480' right of centerline, up to 100' AGL/464' MSL. Trees beginning 212' from DER, 367' left of centerline, up to 100' AGL/442' MSL.

COLUMBUS, GA

COLUMBUS METROPOLITAN

TAKE-OFF MINIMUMS: **Rwy 24,** 1100-2 or std. with a min. climb of 220' per NM to 1800. **Rwy 31,** 300-2, or std. with a min. climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 6,** climb via heading 056° to 1400 before turning southbound. **Rwy 13,** climb via heading 070° to 1900 before turning southbound. **Rwy 24,** climb via heading 280° to 1900 before turning southeastbound. **Rwy 31,** climb via heading 307° to 1400 before turning southbound.

NOTE: **Rwy 6,** multiple trees beginning 2130' from departure end of runway, 6' left of centerline, up to 100' AGL/405' MSL. Multiple trees beginning 748' from departure end of runway, 1' right of centerline, up to 100' AGL/501' MSL. Spike 5091' from departure end of runway, 1282' left of centerline, 90' AGL/532' MSL. Building 636' from departure end of runway, 245' left of centerline, 10' AGL/417' MSL. **Rwy 13,** antenna 4.2 NM from departure end of runway, 5975' right of centerline, 1318' AGL/1703' MSL. Tower 4.2 NM from departure end of runway, 5893' right of centerline, 1315' AGL/1700' MSL. Tower 4.3 NM from departure end of runway, 3635' right of centerline, 1146' AGL/1514' MSL. Antenna 4.3 NM from departure end of runway, 3637' right of centerline, 1143' AGL/1511' MSL. Flag pole 1143' from departure end of runway, 533' right of centerline, 75' AGL/433' MSL, tree 396' from departure end of runway, 233' left of centerline, 32' AGL/391' MSL. Tree 1957' from departure end of runway, 182' right of centerline, 55' AGL/428' MSL. Bush 101' from departure end of runway, 55' right of centerline, 9' AGL/378' MSL. Multiple light beginning 276' from departure end of runway, 292' right of centerline, up to 40' AGL/380' MSL. **Rwy 24,** multiple towers beginning 6.2 NM from departure end of runway, 1.2 NM right of centerline, up to 784' AGL/1398' MSL. Treee 2709' from departure end of runway, 1121' right of centerline, 70' AGL/479' MSL. Tree 2663' from departure end of runway, 1043' right of centerline, 85' AGL/475' MSL. Tree 2906' from departure end of runway, 534' left of centerline, 54' AGL/454' MSL. Tree 3183' from departure end of runway, 990' left of centerline, 58' AGL/458' MSL. **Rwy 31,** multiple trees beginning 1328' from departure end of runway, 146' right of centerline, up to 159' AGL/528' MSL. Antenna 4863' from departure end of runway, 230' right of centerline, 32' AGL/552' MSL. Sign 1601' from departure end of runway, 274' left of centerline, 48' AGL/463' MSL. Tower 1.2 NM from departure end of runway, 63' left of centerline, 183' AGL/598' MSL. Antenna 5201' from departure end of runway, 1096' left of centerline, 72' AGL/551' MSL. Pole 277' from departure end of runway, 384' right of centerline, 47' AGL/427' MSL. Pole 617' from departure end of runway, 174' left of centerline, 50' AGL/421' MSL. Bush 319' from departure end of runway, 99' left of centerline, 38' AGL/408' MSL. Pole 529' from departure end of runway, 33' left of centerline, 43' AGL/413' MSL.

CORDELE, GA

CRISP COUNTY-CORDELE

NOTE: **Rwy 5,** multiple trees beginning 120' from departure end of runway, 201' left of centerline, up to 100' AGL/391' MSL. Multiple trees beginning 364' from departure end of runway, 235' right of centerline, up to 100' AGL/412' MSL. **Rwy 10,** multiple trees beginning 21' from departure end of runway, 376' left of centerline, up to 100' AGL/409' MSL. Multiple trees beginning 627' from departure end of runway, 254' right of centerline, up to 100' AGL/426' MSL. Pole 822' from departure end of runway, 258' left of centerline, 21' AGL/343' MSL. Pole 1023' from departure end of runway, 335' left of centerline, 31' AGL/341' MSL. Vehicle on road 434' from departure end of runway, 405' right of centerline, 16' AGL/326' MSL. Vent on building 741' from departure end of runway, 339' right of centerline, 21' AGL/331' MSL. **Rwy 23,** multiple trees beginning 162' from departure end of runway, 248' left of centerline, up to 100' AGL/382' MSL. Multiple trees beginning 340' from departure end of runway, 342' right of centerline, up to 100' AGL/391' MSL. **Rwy 28,** multiple trees beginning 1235' from departure end of runway, 107' left of centerline, up to 100' AGL/388' MSL. Multiple trees beginning 101' from departure end of runway, 277' right of centerline, up to 100' AGL/400' MSL.

CORNELIA, GA

HABERSHAM COUNTY (AJR)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 400-2 or std. with a min. climb of 300' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 2300 before proceeding on course. **Rwy 24,** climb heading 239° to 1900 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 68' from DER, 5' left of centerline, up to 100' AGL/1558' MSL. Trees beginning 149' from DER, 103' right of centerline, up to 100' AGL/1575' MSL. Building 1510' from DER, 55' right of centerline, 68' AGL/1502' MSL. Light pole 2009' from DER, 564' left of centerline, 49' AGL/1513' MSL. Light pole 2092' from DER, 724' left of centerline, 49' AGL/1513' MSL. Building 2530' from DER, 557' left of centerline, 58' AGL/1531' MSL. Utility tank 4279' from DER, 736' right of centerline, 123' AGL/1606' MSL. Tower 7440' from DER, 291' right of centerline, 127' AGL/1656' MSL. Tank 1.6 NM from DER, 2448' right of centerline, 96' AGL/1746' MSL. **Rwy 24,** terrain beginning 465' from DER, 17' left of centerline, up to 1435' MSL. Trees beginning 517' from DER, 36' right of centerline, up to 100' AGL/1491' MSL. Buildings beginning 676' from DER, 140' right of centerline, up to 34' AGL/1429' MSL. Trees beginning 744' from DER, 6' left of centerline, up to 100' AGL/1507' MSL. Utility tanks beginning 818' from DER, 116' left of centerline, up to 30' AGL/1435' MSL. Buildings beginning 1180' from DER, 133' left of centerline, up to 58' AGL/1459' MSL. Poles beginning 1655' from DER, 497' left of centerline, up to 38' AGL/1465' MSL.

COURTLAND, AL

LAWRENCE COUNTY (9A4)

ORIG 09099 (FAA)

NOTE: **Rwy 31,** trees 4244' from DER, 888' right of centerline, 100' AGL/699' MSL.

COVINGTON, GA

COVINGTON MUNI (9A1)

AMDT 1 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 200-1 or std. w/ min. climb of 259' per NM to 1100.

NOTE: **Rwy 10,** terrain 18' from departure end of runway, 485' left of centerline, 817' MSL. Power pole 987' from departure end of runway, 107' right of centerline, 25' AGL/844' MSL. Trees beginning 1399' from departure end of runway, 300' left of centerline, up to 70' AGL/875' MSL. Tree 3902' from departure end of runway, 1535' right of centerline, 73' AGL/844' MSL. **Rwy 28,** trees beginning 1065' from departure end of runway, 34' left of centerline, up to 116' AGL/894' MSL. Trees beginning 1286' from departure end of runway, 435' right of centerline, up to 109' AGL/888' MSL. Water tower 5029' from departure end of runway, 1579' left of centerline, 162' AGL/961' MSL.

CULLMAN, AL

FOLSOM FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** 400-1. **Rwy 20,** 300-1.

DEPARTURE PROCEDURE: **Rwys 2, 20,** climb runway heading to 1500 before turning on course.

DALLAS, GA

PAULDING COUNTY RGNL (PUJ)

ORIG 09071 (FAA)

NOTE: **Rwy 13,** trees beginning 14' from DER, left and right of centerline, up to 100' AGL/1339' MSL. **Rwy 31,** trees beginning 490' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

DALTON, GA

DALTON MUNI

DEPARTURE PROCEDURE: **Rwy 14,** climb on heading between 112° clockwise to 320° from departure end of runway, or minimum climb of 406' per NM to 5400 for all other courses. **Rwy 32,** climb on heading between 336° clockwise to 026° from departure end of runway, or minimum climb of 380' per NM to 5400 for all other courses.

NOTE: **Rwy 32,** numerous trees beginning 674' from departure end of runway, 515' right of centerline, up to 65' AGL/807' MSL. Scrub, building, and numerous trees beginning 5' from departure end of runway, 273' left of centerline, up to 72' AGL/834' MSL.

DAWSON, GA

DAWSON MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1or std. with a min. climb of 270' per NM to 600.

DECATUR, AL

PRYOR FIELD RGNL

NOTE: **Rwy 18,** multiple trees beginning 461' from departure end of runway, 179' right of centerline, up to 100' AGL/697' MSL. **Rwy 36,** tree 2582' from departure end of runway, 791' right of centerline, 100' AGL/685' MSL.

DEMOPOLIS, AL

DEMOPOLIS MUNI (DYA)

AMDT 1 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. w/ min. climb of 370' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL. **Rwy 22,** trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL. Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL. Water tank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL. Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.

DOBBINS ARB (KMGE)

MARIETTA, GA AMDT 3, 09183

Rwy 29, 900-3*

* Or standard with minimum climb of 290/NM to 2300.

TAKE-OFF OBSTACLES: **Rwy 29:** 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1095' left of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. **Rwy 11:** 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

DONALSONVILLE, GA

DONALSONVILLE MUNI (17J)

ORIG 09239 (FAA)

NOTE: **Rwy 18,** trees beginning 565' from DER, 107' right of centerline, up to 100' AGL/239' MSL. Vehicle on road, 608' from DER, on centerline, 15' AGL/154' MSL. **Rwy 36,** trees beginning 857' from DER, 326' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1916' from DER, 974' left of centerline, up to 100' AGL/249' MSL.

DOTHAN, AL

DOTHAN RGNL (DHN)

ORIG 08101 (FAA)

NOTE: **Rwy 18,** trees beginning 2047' from departure end of runway, 54' right of centerline, up to 75' AGL/457' MSL. **Rwy 32,** trees beginning 418' from departure end of runway, 575' left of centerline, up to 59' AGL/430' MSL. REILs beginning 43' from departure end of runway, 150' left and 137' right of centerline, up to 3' AGL/402' MSL. **Rwy 36,** trees beginning 628' from departure end of runway, 362' right of centerline, up to 45' AGL/424' MSL.

DOUGLAS, GA

DOUGLAS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 600-2 or std. with a min. climb of 230' per NM to 1000.

NOTE: **Rwy 4,** tower 3.13 NM from departure end of runway, 2080' right of centerline, 560' AGL/792' MSL.

DUBLIN, GA

W. H. "BUD" BARRON

NOTE: **Rwy 2,** trees beginning 2028' from departure end of runway, 810' left of centerline, up to 100' AGL/419' MSL. Interstate with vehicle 754' from departure end of runway, 88' right of centerline, 17' AGL/326' MSL. **Rwy 20,** trees beginning 2766' from departure end of runway, 839' right of centerline, up to 100' AGL/419' MSL. Road with vehicle 850' from departure end of runway, 91' left of centerline, 15' AGL/285' MSL. **Rwy 14,** trees beginning 1904' from departure end of runway, 167' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1764' from departure end of runway, 67' left of centerline, up to 100' AGL/399' MSL. **Rwy 32,** trees beginning 1034' from departure end of runway, 193' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1052' from departure end of runway, 220' left of centerline, up to 100' AGL/489' MSL.

EASTMAN, GA

HEART OF GEORGIA RGNL

NOTE: **Rwy 2,** trees 2272' from departure end of runway, 106' right of centerline, 100' AGL/429' MSL. Trees 2833' from departure end of runway, 505' right of centerline, 100' AGL/439' MSL. Trees 3332' from departure end of runway, 1130' right of centerline, 100' AGL/449' MSL. **Rwy 20,** trees 802' from departure end of runway, 510' left of centerline, 100' AGL/379' MSL. Trees 1081' from departure end of runway, 126' right of centerline, 100' AGL/369' MSL.

ELBERTON, GA

ELBERT COUNTY-PATZ FIELD (27A)

ORIG 08325 (FAA)

NOTE: **Rwy 10,** tree 1100' from departure end of runway, 349' right of centerline, 68' AGL/648' MSL. Tree 1800' from departure end of runway, 68' left of centerline, 100' AGL/679' MSL. **Rwy 28,** tree 2699' from departure end of runway, 300' left of centerline, 100' AGL/719' MSL. Tree 200' from departure end of runway, 200' right of centerline, 100' AGL/650' MSL. Terrain beginning 66' from departure end of runway, 222' right of centerline, up to 627' MSL.

ENTERPRISE, AL
ENTERPRISE MUNI (EDN)
ORIG 09239 (FAA)
NOTE: **Rwy 5,** trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL. Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL. **Rwy 23,** trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL. Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

EUFAULA, AL
WEEDON FIELD
DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning westbound.

EVERGREEN, AL
MIDDLETON FIELD (GZH)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1¾ or std. w/ min. climb of 260' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 19,** climb heading 183° to 800 before turning left.
NOTE: **Rwy 1,** trees and terrain beginning 231' from departure end of runway, 116' right of centerline, up to 100' AGL/399' MSL. Trees and terrain beginning 183' from departure end of runway, 53' left of centerline, up to 100' AGL/399' MSL. **Rwy 10,** trees and terrain beginning 41' from departure end of runway, 21 1' right of centerline, up to 100' AGL/359' MSL. Trees and terrain beginning 197' from departure end of runway, 3' left of centerline, up to 100' AGL/369' MSL. **Rwy 19,** trees and terrain beginning 42' from departure end of runway, 6' right of centerline, up to 100' AGL/419' MSL. Trees and terrain beginning 18' from departure end of runway, 22' left of centerline, up to 100' AGL/469' MSL **Rwy 28,** tree and terrain beginning 6' from departure end of runway, 126' right of centerline, up to 100' AGL/449' MSL, trees and terrain beginning 55' from departure end of runway, 58' left of centerline, up to 100' AGL/489' MSL.

FAIRHOPE, AL
H L SONNY CALLAHAN
NOTE: **Rwy 1**, brush beginning 122' from departure end of runway, left of centerline up to 10' AGL/99' MSL. **Rwy 19**, brush beginning 23' from departure end of runway, left and right of centerline up to 10' AGL/99' MSL.

FAYETTE, AL
RICHARD ARTHUR FIELD (M95)
AMDT 1 08045 (FAA)
NOTE: **Rwy 18,** 300-1¼ or std. w/ min. climb of 349' per NM to 700. **Rwy 36,** 300-1 or std. w/ min. climb of 306' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 183° to 1200 before proceeding on course.
NOTE: **Rwy 18,** terrain beginning at departure end of runway, 142' right of centerline, up to 335' MSL. Multiple trees beginning 230' from departure end of runway, 28' right of centerline, up to 100' AGL/435' MSL. Multiple trees beginning 40' from departure end of runway, 102' left of centerline, up to 93' AGL/ 418' MSL. Tower 1.0 NM from departure end of runway, 1395' right of centerline, 224' AGL/549' MSL. **Rwy 36,** tower 39' from departure end of runway, 341' left of centerline, 40' AGL/ 399' MSL. Multiple trees beginning 390' from departure end of runway, 14' right of centerline, up to 109' AGL/478' MSL. Multiple trees beginning 414' from departure end of runway, 67' left of centerline, up to 100' AGL/519' MSL. Multiple buildings beginning 244' from departure end of runway, 320' left of centerline, up to 21' AGL/391' MSL. Building 281' from departure end of runway, 289' right of centerline, 24' AGL/374' MSL. Multiple poles beginning 230' from departure end of runway, 203' left of centerline, up to 72' AGL/462' MSL. Multiple poles beginning 67' from departure end of runway, 210' right of centerline, up to 47' AGL/406' MSL. Vehicles on road 55' from departure end of runway, 232' right of centerline, up to 15' AGL/370' MSL.

FITZGERALD, GA
FITZGERALD MUNI
TAKE-OFF MINIMUMS: **Rwy 1,** 500-1.
DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 900 before turning right.

FLORALA, AL
FLORALA MUNI (0J4)
ORIG 09183 (FAA)
NOTE: **Rwy 4,** trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL. Trees beginning 470' from DER, 54' left of centerline, up to 100' AGL/429' MSL. Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL. **Rwy 22,** trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL. Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL. Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL. Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

FOLEY, AL

FOLEY MUNI (5R4)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL. Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL. Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL. Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL. Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL. **Rwy 36,** trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL. Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL. Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL. Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL. Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL. Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL. Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

FORT PAYNE, AL

ISBELL FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2 or std. with a min. climb of 375' per NM to 1500. **Rwy 22,** 600-3 or std. with a min. climb of 265' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 4, 22,** climb runway heading to 2000 before turning on course.

FORT STEWART (HINESVILLE), GA

WRIGHT AAF (FORT STEWART)/MIDCOAST RGNL (LHW)
ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6R, 15R, 24L, 33L,** NA-Obstacles.

NOTE: **Rwy 6L,** trees beginning 191' from DER, 207' left of centerline, up to 100' AGL/139' MSL. Trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/149' MSL. **Rwy 15L,** trees beginning 201' from DER, 84' left of centerline, up to 100' AGL/129' MSL. Trees 249' from DER, 171' right of centerline, 100' AGL/139' MSL. **Rwy 24R,** trees beginning 80' from DER, 48' left of centerline, up to 100' AGL/159' MSL. Trees beginning 145' from DER, 317' right of centerline, up to 100' AGL/159' MSL. **Rwy 33R,** trees beginning 104' from DER, 101' left of centerline, up to 100' AGL/179' MSL. Trees beginning 68' from DER, 32' right of centerline, up to 100' AGL/159' MSL.

GADSDEN, AL

NORTHEAST ALABAMA RGNL (GAD)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 290' per NM to 2200 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 061° to 1300 before proceeding on course. **Rwy 18,** for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course. **Rwy 24,** climb heading 241° to 2000 before proceeding on course. **Rwy 36,** climb heading 360° to 2200 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 6,** trees beginning 260' from departure end of runway, 286' right of centerline, up to 68' AGL/607' MSL. Trees beginning 899' from departure end of runway, 124' left of centerline, up to 100' AGL/639' MSL. **Rwy 18,** trees beginning 362' from departure end of runway, 15' left of centerline, up to 100' AGL/664' MSL. Trees beginning 1471' from departure end of runway, 220' right of centerline, up to 100' AGL/679' MSL. **Rwy 24,** trees beginning 1437' from departure end of runway, 820' left of centerline, up to 100' AGL/659' MSL. Trees beginning 2020' from departure end of runway, 897' right of centerline, up to 100' AGL/659' MSL. **Rwy 36,** trees beginning 102' from departure end of runway, 261' right of centerline, up to 100' AGL/659' MSL. Trees beginning 303' from departure end of runway, 70' left of centerline, up to 100' AGL/639' MSL. Tower 6045' from departure end of runway, 1155' right of centerline, 160' AGL/705' MSL.

GAINESVILLE, GA

LEE GILMER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 311' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 055° to 2100 before proceeding on course. **Rwy 11,** climb heading 110° to 1900 before turning north. **Rwy 23,** climb heading 224° to 2700 before turning south.

NOTE: **Rwy 5,** multiple trees beginning 662' from departure end of runway, 78' right of centerline, up to 93' AGL/1330' MSL. Multiple trees and pole beginning 301' from departure end of runway, on centerline, up to 137' AGL/1361' MSL. Chimney 2298' from departure end of runway, 618' left of centerline, 131' AGL/1349' MSL. Building 73' from departure end of runway, 356' right of centerline, 18' AGL/1252' MSL. Tower 6415' from departure end of runway, 404' left of centerline, 206' AGL/1426' MSL. Tower 6538' from departure end of runway, 486' left of centerline, 214' AGL/1428' MSL. **Rwy 11,** trees 770' from departure end of r unway, on centerline, 60' AGL/1317' MSL. **Rwy 23,** multiple trees beginning 443' from departure end of runway, 220' right of centerline, up to 98' AGL/1319' MSL. Trees 415' from departure end of runway, 304' left of centerline, 86' AGL/1291' MSL. **Rwy 29,** trees 1256' from departure end of runway, on centerline, 52' AGL/1306' MSL.

GREENSBORO, GA

GREENE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 25,** 400-2 or std. with a min. climb of 380' per NM to 1000.

GREENVILLE, AL

MAC CRENSHAW MEMORIAL

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course, **Rwy 32**, climb via heading 322° to 900 before proceeding on course.

NOTE: **Rwy 14**, tower 2934' from departure end of runway, 565' right of centerline, 104' AGL/528' MSL, tree 1400' from departure end of runway, on centerline, 60' AGL/485' MSL.

GRIFFIN, GA

GRIFFIN-SPALDING COUNTY

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1200 before turning left.

GULF SHORES, AL

JACK EDWARDS

NOTE: **Rwy 17,** multiple trees beginning 1300' from departure end of runway, on centerline, up to 55' AGL/67' MSL. **Rwy 27,** multiple trees beginning 837' from departure end of runway, 66' left of centerline, up to 99' AGL/103' MSL. Multiple trees beginning 829' from departure end of runway, 175' right of centerline, up to 99' AGL/103' MSL. Multiple light poles beginning 1243' from departure end of runway, 14' right of centerline, up to 46' AGL/50' MSL. Light pole beginning 1403' from departure end of runway, 137' left of centerline, up to 47' AGL/51' MSL. **Rwy 35,** multiple trees beginning 1650' from departure end of runway, on centerline, up to 50' AGL/67' MSL.

GUNTERSVILLE, AL

GUNTERSVILLE MUNI-JOE STARNES FIELD

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 334' per NM to 2500 or 1100-2½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 496' per NM to 2500, or 300-1¼ w/ min. climb of 274' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 027° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course. **Rwy 21,** climb heading 207° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 3,** multiple trees beginning 2299' from departure end of runway, 27' left of centerline, up to 100' AGL/1399' MSL. Tower 1.6 NM from departure end of runway, 2465' left of centerline, 208' AGL/851' MSL. **Rwy 21,** multiple trees beginning 151' from departure end of runway, 362' left of centerline, up to 100' AGL/759' MSL. Multiple trees beginning 3613' from departure end of runway, 152' right of centerline, up to 100' AGL/859' MSL.

HALEYVILLE, AL

POSEY FIELD

TAKE-OFF MINIMUMS: **Rwys 18,36,** 200-1.

HAMILTON, AL

MARION COUNTY-RANKIN FITE

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1. **Rwy 36,** 500-1.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before making turn.

HAMPTON, GA

CLAYTON COUNTY-TARA FIELD

NOTE: **Rwy 6,** trees beginning 1357' from departure end of runway, 368' left of centerline, up to 70' AGL/969' MSL. Road 1276' from departure end of runway, 136' left of centerline, 15' AGL/914' MSL. **Rwy 24,** trees beginning 452' from departure end of runway, 2' left of centerline, up to 70' AGL/909' MSL.

HANCHEY AHP (KHEY)

FORT RUCKER, AL. ORIG, 08325

Rwy 17,35 standard.

All Helipads NA - ATC.

DEPARTURE PROCEDURE: **Rwy 17:** Climb hdg 182° to 800 before proceeding on course. **Rwy 35:** Climb hdg 002° to 800 before proceeding on course.

HARTSELLE, AL

HARTSELLE-MORGAN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 36,** 500-2½ or std. with a min. climb of 260' per NM to 1200.

NOTE: **Rwy 18,** trees abeam departure end of runway, 300' left of centerline, up to 100' AGL/739' MSL. Multiple buildings 150' from departure end of runway, 432' left of centerline, up to 40' AGL/679' MSL. Multiple trees 265' from departure end of runway, 133' right of centerline, up to 100' AGL/699' MSL. **Rwy 36,** trees 3089' from departure end of runway, 426' left of centerline, 100' AGL/779' MSL. Trees 1139' from departure end of runway, 98' right of centerline, 45' AGL/673' MSL. Tower 1.85 NM from departure end of runway, 2953' left of centerline, 249' AGL/928' MSL. Multiple buildings beginning 755' from departure end of runway, 775' right of centerline, up to 40' AGL/689' MSL. Tower 2.15 NM from departure end of runway, 295' left of centerline, 303' AGL/990' MSL.

HAZLEHURST, GA

HAZLEHURST (AZE)

ORIG 08157 (FAA)

NOTE: **Rwy 14,** trees beginning 813' from departure end of runway, 328' left of centerline, up to 100' AGL/369' MSL. **Rwy 32,** trees beginning 46' from departure end of runway, 200' left of centerline, up to 100' AGL/299' MSL. Trees 1356' from departure end of runway 574' right of centerline, up to 100' AGL/309' MSL.

HEADLAND, AL

HEADLAND MUNI

NOTE: **Rwy 9,** trees 275' from departure end of runway, 90' left of centerline, 15' AGL/369' MSL. **Rwy 27,** road and vehicle 625' from departure end of runway, 500' right of centerline, 17' AGL/376' MSL.

HUNTER AAF (KSVN) AMDT 2 03191

SAVANNAH, GA

. Rwy 28, 300-1*

* Or standard with minimum climb of 340/NM to 400. Rwy 28, climbing left turn hdg 230° to 1700 before proceeding on course.

HUNTSVILLE, AL

HUNTSVILLE INTL-CARL T. JONES FIELD

DEPARTURE PROCEDURE: **Rwys 36L/R,** climb runway heading to 800 before turning.

HUNTSVILLE, AL (CON'T)

MADISON COUNTY EXECUTIVE/TOM SHARP JR. FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 200-1½ or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18,** climbing left turn heading 360° to 1500 before turning on course. **Rwy 36,** climb runway heading to 1500 before turning on course.

NOTE: **Rwy 36,** tree line 6250' from departure end of runway, on centerline, 75' AGL/934' MSL.

JACKSON, AL

JACKSON MUNI (4R3)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 252' per NM to 1000 or 1100-2½ for climb in visual conditions. **Rwy 19,** 300-1¼ ceiling and visibility to allow see and avoid operation in lieu of required climb gradient for standard minima.

DEPARTURE PROCEDURE: **Rwy 1,** for climb in visual conditions: cross Jackson Muni airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 1,** trees beginning at DER, 400' left/right of centerline, up to 100' AGL/134' MSL. **Rwy 19,** trees beginning at DER, 400' left/right of centerline, up to 100' AGL/279' MSL.

JASPER, AL

WALKER COUNTY-BEVILL FIELD

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning south.

JASPER, GA

PICKENS COUNTY

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1 or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 163° to 3000 before turning. **Rwy 34,** climb heading 343° to 3100 before turning.

NOTE: **Rwy 16,** numerous trees beginning 44' from departure end of runway, 338' left of centerline, up to 65' AGL/1565' MSL. Trees 127' from departure end of runway, 398' right of centerline, up to 61' AGL/1581' MSL. **Rwy 34,** pole and numerous trees beginning 141' from departure end of runway, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from departure end of runway, 37' left of centerline, up to 79' AGL/1654' MSL.

JEFFERSON, GA

JACKSON COUNTY (19A)

AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 168° to 2500 before turning. **Rwy 35,** climb heading 348° to 2500 before turning.

NOTE: **Rwy 17,** scrub and trees beginning 61' from DER, 67' right of centerline up to 117' AGL/997' MSL. Pilons and trees beginning 190' from DER, 167' left of centerline, up to 99' AGL/999' MSL. **Rwy 35,** trees beginning 0' from DER, 171' right and 297' left of centerline up to 100' AGL/1019' MSL.

JEKYLL ISLAND, GA

JEKYLL ISLAND (09J)

ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road beginning 9' from departure end of runway, 411' left of centerline, up to 15' AGL/42' MSL. Trees 200' from departure end of runway, 159' left of centerline, 50' AGL/61' MSL.

JESUP, GA

JESUP-WAYNE COUNTY (JES)

ORIG 09295 (FAA)

NOTE: **Rwy 11,** trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL. Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL. **Rwy 29,** trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL. Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

LAFAYETTE, GA

BARWICK LAFAYETTE (9A5)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 500-3 or std. w/ min. climb of 465' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 022° to 2200 before proceeding on course. **Rwy 20,** climb heading 202° to 2300 before proceeding on course.

NOTE: **Rwy 2,** train on track 39' from departure end of runway, 241' left of centerline, 23' AGL/809' MSL. Building 418' from departure end of runway, 191' left of centerline, 40' AGL/849' MSL. Trees beginning 4420' from departure end of runway, 1171' left of centerline, up to 100' AGL/919' MSL. Trees beginning 5609' from departure end of runway, 372' right of centerline, up to 100' AGL/919' MSL. **Rwy 20,** train on track 46' from departure end of runway, 323' right of centerline, 23' AGL/809' MSL. Buildings beginning 1602' from departure end of runway, 907' right of centerline, up to 25' AGL/825' MSL. Vehicle on road 1021' from departure end of runway, 104' left of centerline, 15' AGL/802' MSL. Train on track 762' from departure end of runway, on centerline, 23' AGL/803' MSL.

LAGRANGE, GA

LAGRANGE-CALLAWAY

TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.

LANETT, AL

LANETT MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. with a min. climb of 500' per NM to 900.

LAWRENCEVILLE, GA

GWINNETT COUNTY-BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1 or std. with a min. climb of 380' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 1400 before turning left.

LAWSON AAF, (KLSF)

FORT BENNING (COLUMBUS), GA 07158

Rwy 15, Standard
Rwy 33, 400-2*

*Or standard with minimum climb of 300/NM to 1000. **Rwy 15,** climb via heading 150° to 2000 before turning left. **Rwy 33,** Climb via heading 330° to 1000 before turning right.

TAKE-OFF OBSTACLES:

NOTE: **Rwy 15**, trees 1800 feet from DER, 162 feet left of centerline, 54 feet AGL/280 feet MSL.

NOTE: **Rwy 33**, tree 1.86 NM from DER, 3462 feet left of centerline, 100 feet AGL/569 feet MSL.

LOWE AHP (KLOR)

FORT RUCKER, AL. ORIG, 09211

Helipad 6L, 24R, 18R, ECHO, BRAVO standard.
All other helipads NA.

DEPARTURE PROCEDURE: **Helipad 6L:** Climb hdg 063° to 700 before proceeding on course. **Helipad 24R:** Climb hdg 243° to 700 before proceeding on course. Helipad 18R: Hover at 274' MSL/30' AGL, then climb hdg 183° to 700 before proceeding on course. **Helipad ECHO:** Climb hdg 125° to 700 before proceeding on course. **Helipad BRAVO:** Hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

MACON, GA

MACON DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 15,** 500-1 or std. with a min. climb of 470' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 1100 before turning north. **Rwy 15,** climb runway heading to 1400 before turning south.

MIDDLE GEORGIA RGNL (MCN)
AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 210' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Middle Georgia Rgnl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5,** trees and poles beginning 40' from DER, 59' left of centerline, up to 86' AGL/436' MSL. Trees, towers, and aircraft equipment beginning 112' from DER, 8' right of centerline, up to 82' AGL/432' MSL. **Rwy 13,** trees beginning 280' from DER, 279' left of centerline, up to 89' AGL/429' MSL. Trees beginning 2153' from DER, 136' right of centerline, up to 81' AGL/411' MSL. **Rwy 23,** trees beginning 69' from DER, left and right of centerline, up to 113' AGL/383' MSL. **Rwy 31,** trees beginning 636' from DER, 209' right of centerline, up to 98' AGL/398' MSL. Trees beginning 925' from DER, 54' left of centerline, up to 90' AGL/440' MSL.

MAXWELL AFB (KMXF)

MONTGOMERY, AL AMDT 3, 09183

Rwy 15, 200-1¼

With minimum climb of 280 ft/NM to 1400.*

*Or standard with minimum climb of 330 ft/NM to 1400.

TAKE-OFF OBSTACLES: **Rwy 15:** Tree Canopy 1943' from DER, 682' right of centerline, 67' AGL/233' MSL. Tree Canopy 2121' from DER, 1062' left of centerline, 76' AGL/236' MSL. Pylon 4607' from DER, 2118' left of centerline, 39' AGL/ 225' MSL. Pylon 4588' from DER, 1798' left of centerline, 79' AGL/264' MSL.

MCRAE, GA

TELFAIR-WHEELER (MQW)
ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb via heading 206° to 700 before proceeding on course.

NOTE: **Rwy 3,** trees beginning abeam departure end of runway, 189' left of centerline, up to 100' AGL/289' MSL. Powerline left and right of centerline, beginning abeam departure end of runway, 404' left of centerline, up to 79' AGL/313' MSL. Trees beginning abeam departure end of runway, 222' right of centerline, up to 100' AGL/289' MSL. Vehicles on road abeam departure end of runway, 313' right of centerline, 15' AGL/204' MSL. **Rwy 21,** vehicles on road abeam departure end of runway, 301' left ofcenterline 15' AGL/224' MSL. Trees beginning 1683' from departure end of runway, 164' left of centerline, up to 100' AGL/309' MSL. Vehicles on road 124' from departure end of runway, 524' right of centerline, 15' AGL/224' MSL. Trees beginning 229' from departure end of runway, 530' right of centerline, up to 100' AGL/309' MSL. Vehicles on road 622' from departure end of runway, 222' right of centerline, 15' AGL/234' MSL. Trees beginning 929' from departure end of runway, on centerline, up to 100' AGL/329' MSL.

METTER, GA

METTER MUNI (MHP)
ORIG 08157 (FAA)

NOTE: **Rwy 10,** vehicles on interstate, abeam departure end of runway, 315' left of centerline, up to 17' AGL/216' MSL. Trees beginning 1506' from departure end of runway, 866' left of centerline, up to 100' AGL/289' MSL. Trees beginning 2349' from departure end of runway, 613' right of centerline, up to 100' AGL/289' MSL. **Rwy 28,** trees beginning abeam departure end of runway, left and right of centerline, up to 100' AGL/289' MSL. Vehicles on interstate, abeam departure end of runway, 295' right of centerline, up to 17' AGL/196' MSL.

MILLEDGEVILLE, GA

BALDWIN COUNTY

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 700 before turning. **Rwy 28,** climb runway heading to 1400 before turning right.

MILLEN, GA

MILLEN

NOTE: **Rwy 17,** trees 1600' from departure end of runway, on centerline, 92' AGL/315' MSL. **Rwy 35,** trees 250' from departure end of runway, 50' right of centerline, 70' AGL/308' MSL.

MOBILE, AL

MOBILE DOWNTOWN (BFM)
AMDT 1 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 400-2¼ or std. w/ min. climb of 244' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 001° to 900 before turning right.

NOTE: **Rwy 18,** trees beginning 1453' from DER, 54' right of centerline, up to 100' AGL/129' MSL. Trees beginning 2646' from DER, 120' left of centerline, up to 73' AGL/102' MSL. **Rwy 32,** sign 2780' from DER, 1041' left of centerline, 109' AGL/119' MSL, trees beginning 847' from DER, 35' right of centerline, up to 100' AGL/109' MSL, trees beginning 1089' from DER, 19' left of centerline, up to 100' AGL/107' MSL. **Rwy 36,** poles beginning 1231' from DER, 319' right of centerline, up to 49' AGL/69' MSL, trees beginning 467' from DER, 325' right of centerline, up to 55' AGL/84' MSL.

MOBILE RGNL (MOB)
AMDT 1 08101 (FAA)

NOTE: **Rwy 14,** tree 1758' from departure end of runway, 886' right of centerline, 79' AGL/270' MSL. Tree 1987' from departure end of runway, 856' left of centerline, 73' AGL/277' MSL. Tree 2102' from departure end of runway, 861' right of centerline, 78' AGL/269' MSL. Tree 2131' from departure end of runway, left of centerline, 76' AGL/280' MSL. **Rwy 18,** multiple trees beginning 1597' from departure end of runway, 15' left of centerline, up to 69' AGL/273' MSL. Multiple trees beginning 1671' from departue end of runway, 207' right of centerline, up to 87' AGL/278' MSL. **Rwy 36,** multiple trees beginning 1083' from departure end of runway, 210' right of centerline, up to 84' AGL/301' MSL. Multiple trees beginning 532' from departure end of runway, 43' left of centerline, up to 73' AGL/287' MSL.

MONROE, GA

MONROE-WALTON COUNTY (D73)
AMDT 1 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 035° to 1700 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 587' from departure end of runway, 469' left of centerline, up to 100' AGL/939' MSL. Trees beginning 1003' from departure end of runway, 104' right of centerline, up to 100' AGL/929' MSL. **Rwy 21,** trees beginning 878' from departure end of runway, 388' left of centerline, up to 100' AGL/989' MSL. Trees beginning 988' from departure end of runway, 694' right of centerline, up to 100' AGL/999' MSL.

MONROEVILLE, AL

MONROE COUNTY (MVC)
ORIG 07354 (FAA)

NOTE: Trees beginning 1085' from departure end of runway, 274' left of centerline, up to 100' AGL/529' MSL. Trees beginning 488' from departure end of runway, 291' right of centerline, up to 100' AGL/529' MSL. **Rwy 21,** vehicle on road 750' from departure end of runway, 661' right of centerline, 15' AGL/434' MSL. Trees abeam departure end of runway, 376' right of centerline, up to 56' AGL/475' MSL. Trees beginning 219' from departure end of runway, 224' left of centerline, up to 56' AGL/474' MSL.

MONTEZUMA, GA

DR. C.P. SAVAGE SR.

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

NOTE: **Rwy 18,** power line 1050' from departure end of runway, on centerline, 38' AGL/376' MSL. **Rwy 36,** trees 1212' from departure end of runway, 400' right of centerline, 92' AGL/428' MSL. Tower 3284' from departure end of runway, 1325' right of centerline, 201' AGL/600' MSL.

MONTGOMERY, AL

MONTGOMERY RGNL
(DANNELLY FIELD)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-1 or std. with a min. climb of 350' per NM to 400.

MOODY AFB (KVAD)

VALDOSTA, GA. AMDT 1, 08129

DEPARTURE PROCEDURE: **Rwy 36L**, Cross DER at or above 3' AGL/233' MSL. **Rwy 36R,** Cross DER at or above 1' AGL/234' MSL.

TAKE-OFF OBSTACLES: **Rwy 18R,** Aircraft on Twy A, 72' from DER, 465' left of centerline, 38' AGL/253' MSL. **Rwy 36L,** Tree 6121' from DER, 541' right of centerline, 120' AGL/386' MSL. Aircraft on Twy L, 283' from DER, 451' left of centerline, 38' AGL/269' MSL. **Rwy 36R,** Tree 6103' from DER, 147' left of centerline, 120' AGL/386' MSL.

MOULTRIE, GA

MOULTRIE MUNI

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1, or std. with a min. climb of 370' per NM to 500.

MUSCLE SHOALS, AL

NORTHWEST ALABAMA RGNL (MSL)
ORIG 10014 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 181° to 1400 before turning right.

NOTE: **Rwy 11,** train 1436' from DER, 697' left of centerline, 23' AGL/662' MSL. Tree 2285' from DER, 1090' left of centerline, 100' AGL/659' MSL. **Rwy 18,** trees beginning 43' from DER, 326' right of centerline, up to 100' AGL/600' MSL. Rising terrain beginning 279' from DER, 167' right of centerline, up to 575' MSL. Tree 92' from DER, 306' left of centerline, 100' AGL/568' MSL. Rising terrain beginning 262' from DER, 69' left of centerline, up to 555' MSL. **Rwy 29,** trees beginning 2728' from DER, 322' right of centerline, up to 100' AGL/627' MSL. Trees beginning 938' from DER, 184' left of centerline, up to 100' AGL/627' MSL. **Rwy 36,** trees beginning 250' from DER, 43' right of centerline, up to 100' AGL/584' MSL. Trees beginning 695' from DER, 128' left of centerline, up to 100' AGL/639' MSL. Pole 582' from DER, 319' left of centerline, 35' AGL/574' MSL.

OZARK, AL

BLACKWELL FIELD

TAKE-OFF MINIMUMS: **Rwy 30,** 500-1

DEPARTURE PROCEDURE: **Rwy 30,** climb on runway heading to 1000 before turning northbound.

PELL CITY, AL

ST CLAIR COUNTY (PLR)
AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1or std. w/ min. climb of 312' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 205° to 1000 before turning east.

NOTE: **Rwy 3,** multiple trees and beginning 60' from DER, 311' left of centerline, up to 100' AGL/567' MSL. Multiple trees beginning 221' from DER, 34' right of centerline, up to 100' AGL/572' MSL. Windsock 221' from DER, 549' right of centerline, 9' AGL/505' MSL. **Rwy 21,** multiple trees beginning 328' from DER, 260' left of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 498' from DER, 193' right of centerline, up to 100' AGL/592' MSL. Multiple poles beginning 230' from DER, 473' left of centerline, up to 25' AGL/544' MSL. Vehicle on road 103' from DER, left to right of centerline, up to 15' AGL/502' MSL. Building 1029' from DER, 516' left of centerline, 13' AGL/532' MSL.

PERRY, GA

PERRY-HOUSTON COUNTY (PXE)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.

NOTE: **Rwy 18,** vehicles on roadway beginning 30' from departure end of runway, 389' right of centerline, up to 15' AGL/414' MSL. Trees and pylons beginning 133' from departure end of runway, 317' right of centerline, up to 72' AGL/461' MSL. Trees beginning 1127' from departure end of runway, 152' left of centerline, up to 100' AGL/519' MSL. **Rwy 36,** trees left and right of centerline beginning 2806' from departure end of runway, up to 100' AGL/529' MSL.

PINE MOUNTAIN, GA

HARRIS COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** 600-1.

DEPARTURE PROCEDURE: **Rwy 9,** left turn, climb to 2500 on 360° heading before proceeding on course.

PLAINS, GA

PETERSON FIELD (7A9)
ORIG 09267 (FAA)

NOTE: **Rwy 18,** trees beginning 80' from DER, left and right of centerline, up to 100' AGL/629' MSL. Road and vehicle 47' from DER, 14' left of centerline, up to 15' AGL/539' MSL. **Rwy 36,** trees beginning 49' from DER, 136' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1670' from DER, 535' left of centerline, up to 100' AGL/619' MSL.

PRATTVILLE, AL

PRATTVILLE-GROUBY FIELD

TAKE-OFF MINIMUMS: **Rwy 27,** 400-1 or std. with a min. climb of 600' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb runway heading to 1000 before turning.

REDSTONE AAF (KHUA)

REDSTONE ARSENAL, AL 09043

Rwy 17, 500-3*
Rwy 35**

* Or standard with minimum climb rate of 240/NM to 1500.
** Standard with a minimum climb rate of 240/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17,** climb rwy hdg to 1700 before proceeding on course. **Rwy 35,** climb rwy hdg to 1900 before proceeding on course. Cross DER at or above 22'.

TAKE-OFF OBSTACLES: **Rwy 17:** Multiple buildings beginning 2.4 NM from DER, 3805' left of centerline, up to 482' AGL/1092' MSL.

REFORM, AL

NORTH PICKINS

TAKE-OFF MINIMUMS: **Rwy 19,** 500-1 or std. with a min. climb of 420' per NM to 800.

NOTE: **Rwy 19,** tower 1.23 miles south of approach end of runway 1, 450' AGL/690' MSL.

REIDSVILLE, GA

SWINTON SMITH FLD AT REIDSVILLE MUNI

DEPARTURE PROCEDURE: **Rwy 11,** climb on runway heading to 700 before turning left.

ROME, GA

RICHARD B. RUSSELL

TAKE-OFF MINIMUMS: **Rwy 1**, standard with minimum climb of 365' per NM to 2100, or 1500 - 2½ for climb in visual conditions. **Rwy 25**, standard with minimum climb of 430' per NM to 1900, or 1500 - 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 1, 25** , for climb in visual conditions cross Richard B. Russell airport at or above 2,000 MSL before proceeding on course. **Rwy 7**, climb heading 072° to 1400 before proceeding on course. **Rwy 19**, climb heading 187° to 1400 before proceeding on course.

NOTE: **Rwy 1**, tree 1,557 from departure end of runway, 490' left of centerline, 42' AGL/671' MSL. Numerous trees beginning 4,577' from departure end of runway, 250' left of centerline, up to 93' AGL/762' MSL. Tree 3,650' from departure end of runway, 423' right of centerline, 78' AGL/727' MSL. **Rwy 7,** numerous trees beginning 103' from departure end of runway, 267' right of centerline, up to 70' AGL/689' MSL. Numerous trees beginning 38' from departure end of runway, 110' left of centerline, up to 72' AGL/609' MSL. Numerous trees beginning 929' from departure end of runway, 133' right of centerline, up to 76' AGL /685' MSL. Tree 2,145' from departure end of runway, 63' right of centerline, 78' AGL/ 687' MSL. Numerous trees beginning 1,716' from departure end of runway, 265' left of centerline, 92' AGL/ 691' MSL. **Rwy 19,** bush 91' from departure end of runway, 290' right of centerline, 3' AGL/642' MSL. Terrain 301' from departure end of runway, 342' right of centerline, 646' MSL. Tree 556' from departure end of runway, 602' right of centerline, 67' AGL/716' MSL. Tree 904' from departure end of runway, 134' left of centerline, 38' AGL/657' MSL. Tree 775' from departure end of runway , 501' left of centerline, 53' AGL/672' MSL. Tree 3,025' from departure end of runway, 57' right of centerline, 88' AGL/717' MSL. Tree 2,980; from departure end of runway, 70' left of centerline 86' AGL/ 715' MSL. Numerous trees beginning 2,867' from departure end of runway, 569' left of centerline, up to 94' AGL/723' MSL. **Rwy 25,** bush 300' from departure end of runway, 328' right of centerline, 10' AGL/659' MSL. Numerous trees beginning 622' from departure end of runway, 252' right of centerline, up to 76' AGL/725' MSL. Road 528' from departure end of runway, 9' left of centerline, 663' AGL. Numerous trees beginning 547' from departure end of runway, 164' left of centerline, up to 86' AGL/735' MSL. Tree 1, 428' from departure end of runway, 27' left of centerline, 83' AGL/712' MSL. Tree 1,571' from departure end of runway, 35' right of centerline, 80' AGL/709' MSL. Tree 2,344' from departure end of runway, 243' right of centerline, 97' AGL/726' MSL.

RUSSELLVILLE, AL

RUSSELLVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 20,** std. w/ a min. climb of 451' per NM to 1500, or 400-2 w/ a min. climb of 321' per NM to 1600, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 018° to 1400 before proceeding on course. **Rwy 20,** climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Russellville Muni airport at or above 1600 before proceeding on course.

NOTE: **Rwy 2,** trees beginning 592' from departure end of runway, 200' right of centerline, up to 100' AGL/839' MSL. Trees beginning 3598' from departure end of runway, 283' left of centerline, up to 100' AGL/839' MSL. **Rwy 20,** trees beginning 1228' from departure end of runway, 51' left of centerline, up to 100' AGL/1159' MSL. Trees beginning 1993' from departure end of runway, 380' right of centerline, up to 100' AGL/1159' MSL.

ST ELMO, AL

ST ELMO (2R5)

ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 6,** climb heading 059° to 800 before proceeding on course.

NOTE: **Rwy 6,** trees 1499' from departure end of runway, on centerline, 45' AGL/174' MSL. **Rwy 24,** tree1730' from departure end of runway, 716' left of centerline, 100' AGL/229' MSL. Trees 1076' from departure end of runway, on centerline, 34' AGL/164' MSL.

ST MARYS, GA

ST MARYS

TAKE-OFF MINIMUMS:**Rwy 13,** 300-1¼ or std. with a min. climb of 341' per NM to 400. **Rwy 4,** NA-Restricted airspace.

DEPARTURE PROCEDURE: **Rwy 31,** climbing right turn via heading 320° to 2300 before proceeding northwestbound.

NOTE: **Rwy 13,** trees 761' from departure end of runway, 33' AGL/55' MSL. Stack 6235' from departure end of runway, 855' right of centerline, 275' AGL/287' MSL. **Rwy 22,** trees 578' from departure end of runway, 63' AGL/86' MSL. **Rwy 31,** trees 1399' from departure end of runway, 60' AGL/84' MSL.

SANDERSVILLE, GA

KAOLIN FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** 500-3 or std. with a min. climb of 280' per NM to 1100.

NOTE: **Rwy 12,** tower 2.21 NM from departure end of runway, 1.02 NM right of centerline, 405' AGL/875' MSL.

SAVANNAH, GA

SAVANNAH/HILTON HEAD INTL (SAV)

AMDT 6 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 006° to 600 before proceeding southwest. **Rwy 10,** climb heading 097° to 700 proceeding southwest. **Rwy 19,** climb heading 186° to 1300 before turning right. **Rwy 28,** climb heading 277° to 1600 before turning left.

NOTE; **Rwy 1,** fence and antennas beginning 94' from DER, 416' right of centerline, up to 17' AGL/63' MSL. **Rwy 10,** trees beginning 199' from DER, 521' right of centerline, up to 90' AGL/114' MSL. **Rwy 19,** trees beginning 1504' from DER, 782' left of centerline up to 64' AGL/78' MSL. Trees beginning 864' from DER, 665' right of centerline, up to 57' AGL/71' MSL. **Rwy 28,** pole 937' from DER, 650' left of centerline, 33' AGL/47' MSL. Trees 1297' from DER, 772' right of centerline, up to 77' AGL/91' MSL.

SCOTTSBORO, AL

SCOTTSBORO MUNI-WORD FIELD (4A6)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 290' per NM to 1800 or 1400-2½ for climb in visual conditions. **Rwy 22,** std. w/ min. climb of 400' per NM to 1800 or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 040° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course. **Rwy 22,** climb heading 220° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 0' from departure end of runway, 290' left of centerline, up to 100' AGL/749' MSL. **Rwy 22,** trees beginning 0' from departure end of runway, 311' right of centerline, up to 100' AGL/779' MSL. Trees beginning 441' from departure end of runway, 319' left of centerline, up to 100' AGL/899' MSL.

SELMA, AL

CRAIG FIELD

NOTE: **Rwy 15,** trees beginning 2440' from departure end of runway, 231' right of centerline, up to 73' AGL/232' MSL. Trees beginning 1687' from departure end of runway, 568' left of centerline, up to 61' AGL/220' MSL. **Rwy 33,** tree 1416' from departure end of runway, 607' right of centerline, 62' AGL/211' MSL. Trees beginning 885' from departure end of runway, 439' left of centerline, up to 68' AGL/207' MSL.

SWAINSBORO, GA

EMANUEL COUNTY (SBO)
AMDT 1 07354 (FAA)

NOTE: **Rwy 13,** multiple poles and trees beginning 110' from departure end of runway, 53' left of centerline, up to 99' AGL/388' MSL. Multiple poles and trees beginning 861' from departure end of runway, 45' right of centerline, up to 75' AGL/394' MSL. **Rwy 31,** multiple trees beginning 3390' from departure end of runway, 29' left of centerline, up to 100' AGL/419' MSL. Multiple trees beginning 206' from departure end of runway, 210' right of centerline, up to 45' AGL/354' MSL.

SYLACAUGA, AL

MERKEL FIELD - SYLACAUGA MUNI

TAKE-OFF MINIMUMS: **Rwy 27,** 300-2.

DEPARTURE PROCEDURE: **Rwy 27,** climb runway heading to 1500, then climb on course.

SYLVANIA, GA

PLANTATION AIRPARK (JYL)
ORIG 09043 (FAA)

NOTE: **Rwy 5,** trees and bushes beginning 1651' from departure end of runway, 203' left of centerline, up to 100' AGL/259' MSL. Trees beginning 1' from departure end of runway, 115' right of centerline, up to 100' AGL/289' MSL. **Rwy 15,** trees beginning 617' from departure end of runway, 660' left of centerline, up to 100' AGL/279' MSL. Trees beginning 1022' from departure end of runway, 640' right of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 15' from departure end of runway, 314' left of centerline, up to 100' AGL/269' MSL. Trees beginning 23' from departure end of runway, 364' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 225' from departure end of runway, 87' right of centerline, 15' AGL/198' MSL.

Rwy 33, trees beginning 1289' from departure end of runway, 461' left of centerline, up to 100' AGL/269' MSL. Trees beginning 107' from departure end of runway, 368' right of centerline, up to 100' MSL/279' MSL.

TALLADEGA, AL

TALLADEGA MUNI (ASN)
AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 035° to 2100 before proceeding on course. **Rwy 21,** climb heading 230° to 1900 before proceeding on course.

NOTE: **Rwy 3,** trees beginning 419' from DER, 49' right of centerline, up to 53' AGL/612' MSL. Poles beginning 934' from DER, 524' right of centerline, up to 29' AGL/568' MSL. Trees beginning 1247' from DER, 386' left of centerline, up to 65' AGL/604' MSL. Building 1350' from DER, 371' left of centerline, 26' AGL/565' MSL. Trees beginning 1841' from DER, 49' right of centerline, up to 68' AGL/607' MSL. Building 2980' from DER, 468' left of centerline, 44' AGL/603' MSL. **Rwy 21,** trees beginning 7' from DER, 289' left of centerline, up to 63' AGL/582' MSL. Trees beginning 14' from DER, beginning 286' right of centerline, up to 81' AGL/600' MSL. Vehicle on road 750' from DER, 692' right of centerline, 15' AGL/534' MSL. Pole 1244' from DER, 423' right of centerline, 31' AGL/550' MSL. Pole 1687' from DER, 701' right of centerline, 65' AGL/584' MSL. Trees beginning 1801' from DER, beginning 430' left of centerline, up to 63' AGL/582' MSL.

THOMASTON, GA

THOMASTON-UPSON COUNTY (OPN)
AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** std. w/ a min. climb of 268' per NM to 1800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30,** for climb in visual conditions: cross Thomaston-Upson County airport at or above 1700 before proceeding on course.

NOTE: **Rwy 30,** trees beginning 802' from DER, 444' right of centerline, up to 108' AGL/867' MSL. Power transmission lines 1625' from DER left to right of centerline 123' AGL/863' MSL. **Rwy 12,** trees beginning 2885' from DER, 510' left of centerline, up to 104' AGL/894' MSL.

THOMASVILLE, GA

THOMASVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 4,** trees beginning 928' from departure end of runway, 594' left of centerline, 64' AGL/284' MSL. Numerous trees beginning 2205' from departure end of runway, 769' right of centerline, up to 85' AGL/355' MSL. **Rwy 22,** terrain 96' from departure end of runway, 462' right of centerline, 244' MSL. Building 132' from departure end of runway, 497' from centerline, up to 17' AGL/253' MSL. **Rwy 32,** trees beginning 4364' from departure end of runway, 558' right of centerline, up to 100' AGL/379' MSL.

THOMSON, GA

THOMSON-MCDUFFIE COUNTY (HQU)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 200-1¼ or std. w/ min. climb of 240' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 10,** numerous trees beginning abeam departure end of runway, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from departure end of runway,19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from departure end of runway, 94' right of centerline, up to 100' AGL/ 599' MSL. **Rwy 28,** tree 5,715' from departure end of runway, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from departure end of runway, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from departure end of runway, 53' left of centerline, up to 100' AGL/629' MSL.

TIFTON, GA

HENRY TIFT MYERS

TAKE-OFF MINIMUMS: **Rwy 33,** 400-2 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 28,** climb runway heading to 1200 before turning northbound.

NOTE: **Rwy 10,** tree, 192' from departure end of runway, 276' right of centerline, 70' AGL/382' MSL. Tree, 872' from departure end of runway, 296' left of centerline, 70' AGL/390' MSL. **Rwy 21,** tank, 3200' from departure end of runway, 670' left of centerline, 173' AGL/523' MSL. **Rwy 33,** tree, 384' f rom departure end of runway, 526' right of centerline, 90' AGL/411' MSL. Tree, 391' from departure end of runway, 405' right of centerline, 85' AGL/403' MSL.

TOCCOA, GA

TOCCOA RG LETOURNEAU FIELD

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 430' per NM to 2600 or 1600-3 for climb in visual conditions. **Rwy 27,** std. w/ min. climb of 478' per NM to 2500 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 2, 27,** for climb in visual conditions: cross Toccoa RG Letourneau Field Airport at or above 2600 MSL before proceeding on course. **Rwy 9,** climb heading 093° to 2000 before turning on course. **Rwy 20,** climb heading 206° to 2200 before turning on course.

NOTE: **Rwy 2,** tree 142' from departure end of runway, 458' right of centerline, 57' AGL/1032' MSL, scattered trees 71' from departure end of runway, 271' right of centerline, 57' AGL/989' MSL. **Rwy 9,** terrain 99' from departure end of runway, 177' right of centerline, 975' MSL, terrain 108' from departure end of runway, 126' left of centerline, 955' MSL. **Rwy 20,** pylon 376' from departure end of runway, 520' left of centerline, 23' AGL/ 1008' MSL. Multiple trees 589' from departure end of runway, 196' right of centerline, up to 66' AGL/1120' MSL, multiple trees 553' from departure end of runway, 62' left of centerline, up to 89' AGL/1107' MSL. **Rwy 27,** WLET 1420 1.1 NM from departure end of runway, 1818' left of centerline, 354' AGL/1364' MSL.

TROY, AL

TROY MUNI

TAKE-OFF MINIMUMS: **Rwy 7, 14, 25, 32,** 300-2 or std. with a min. climb of 280' per NM to 3200.

DEPARTURE PROCEDURE: **Rwys 7, 14, 25,** climb runway heading to 1200 before turning on course. **Rwy 32,** climbing right turn heading 360° to 2500 before turning on course.

NOTE: **Rwy 7,** numerous trees 728' left of departure end of runway 447' MSL. Hanger 517' right of departure end of runway 404' MSL. **Rwy 14,** numerous trees 400' left of departure end of runway 440' MSL and 515' right of departure end of runway 437' MSL. **Rwy 25,** numerous trees 541' left of departure end of runway 477' MSL and 624' left of departure end of runway 459' MSL. **Rwy 32,** numerous trees 325' left of departure end of runway 413' MSL and 692' left of departure end of runway 425' MSL.

TUSCALOOSA, AL

TUSCALOOSA RGNL (TCL)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-2 or std. w/ min. climb of 203' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 11,** 400-2½ or std. w/ a min climb of 217' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. **Rwy 29,** 300-2½ or std. w/ a min. climb of 207' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

NOTE: **Rwy 4,** trees beginning 1621' from departure end of runway, 702' left of centerline, up to 70' AGL/409' MSL. Trees beginning 1061' from departure end of runway, 117' right of centerline, up to 76' AGL/225' MSL. **Rwy 11,** trees beginning 576' from departure end of runway, 566' left of centerline, up to 58' AGL/197' MSL. Trees beginning 717' from departure end of runway, 480' right of centerline, up to 90' AGL/249' MSL, tower 2 NM from departure end of runway, 1178' left of centerline, 239' AGL/494' MSL. **Rwy 22,** trees beginning 423' from departure end of runway, 587' left of centerline, up to 63' AGL/203' MSL. Tree 1419' from departure end of runway, 506' right of centerline, 54' AGL/195' MSL. **Rwy 29,** light pole 684' from departure end of runway, 384' left of centerline 61' AGL/213' MSL. Trees beginning 839' from departure end of runway, 169' left of centerline up to 100' AGL/449' MSL. Trees beginning 381' from departure end of runway, 229' right of centerline, up to 89' AGL/258' MSL. Railroad 623' from departure end of runway, 157' right of centerline, 25' AGL/190' MSL. Vehicle on road 413' from departure end of runway, 136' right of centerline, 17' AGL/181' MSL.

TUSKEGEE, AL

MOTON FIELD MUNI (06A)
ORIG 09099 (FAA)

NOTE: **Rwy 13,** trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL. Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL. **Rwy 31,** trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL. Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL. Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

VALDOSTA, GA

VALDOSTA RGNL

TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 220' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions: cross Valdosta Rgnl Airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 4,** multiple trees beginning 1295' from departure end of runway, 227' right of centerline, up to 78' AGL/267' MSL. Multiple trees beginning 1524' from departure end of runway, 92' left of centerline, up to 95' AGL/274' MSL. **Rwy 13,** tree 1803' from departure end of runway, 44' right of centerline, 78' AGL/267' MSL. Tree 1316' from departure end of runway, 199' left of centerline, 67' AGL/266' MSL. **Rwy 17,** multiple trees beginning 2020' from departure end of runway, 111' left of centerline, up to 65' AGL/274' MSL. **Rwy 22,** railroad and multiple trees beginning 75' from departure end of runway, 159' right of centerline, up to 60' AGL/259' MSL. Bush and multiple trees beginning 70' from departure end of runway, 77' left of centerline, up to 39' AGL/238' MSL. **Rwy 31,** multiple trees beginning 465' from departure end of runway, 277' right of centerline, up to 71' AGL/270' MSL. Multiple trees beginning 600' from departure end of runway, 2' left of centerline, up to 70' AGL/279' MSL. **Rwy 35,** multiple trees beginning 1654' from departure end of runway, 246' right of centerline, up to 75' AGL/254' MSL. Multiple trees beginning 1669' from departure end of runway, 134' left of centerline, up to 88' AGL/267' MSL.

VERNON, AL

LAMAR COUNTY

TAKE-OFF MINIMUMS: **Rwy 34,** 500-1.

VIDALIA, GA

VIDALIA RGNL (VDI)
AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1½ or std. w/ min. climb of 251' per NM to 500, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

NOTE: **Rwy 6,** trees beginning 324' from departure end of runway, 573' left of centerline, up to 48' AGL/307' MSL. **Rwy 13,** vehicles on roadway abeam departure end of runway, 350' right of centerline, 15' AGL/294' MSL. Trees beginning abeam departure end of runway, 400' right of centerline, up to 100' AGL/379' MSL. Trees beginning abeam departure end of runway, 350' left of centerline, up to 100' AGL/379' MSL. Trees beginning 847' from departure end of runway, on centerline, up to 100' AGL/369' MSL. **Rwy 24,** trees beginning 74' from departure end of runway, 520' left of centerline, up to 100' AGL/379' MSL. Trees beginning 8' from departure end of runway, 286' right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** tank 5440' from departure end of runway, 1110' right of centerline, 155' AGL/443' MSL. Trees beginning abeam departure end of runway, 334' left of centerline, up to 100' AGL/369' MSL. Trees beginning 77' from departure end of runway, 364' right of centerline, up to 100' AGL/379' MSL.

WASHINGTON, GA

WASHINGTON-WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 270' per NM to 900.

WAYCROSS, GA

WAYCROSS-WARE COUNTY

NOTE: **Rwy 5,** numerous trees beginning 399' from departure end of runway, 300' left of centerline, up to 20' AGL/157' MSL. **Rwy 23,** numerous trees beginning 839' from departure end of runway, on centerline, up to 32' AGL/173' MSL. **Rwy 31,** numerous trees beginning 200' from departure end of runway, on centerline, up to 20' AGL/159' MSL. **Rwy 36,** numerous trees beginning 603' from departure end of runway, 312' left of centerline, up to 52' AGL/192' MSL.

WAYNESBORO, GA

BURKE COUNTY

NOTE: **Rwy 8,** trees beginning 485' from departure end of runway, 129' left of centerline, up to 100' AGL/440' MSL. Trees beginning 2228' from departure end of runway, 82' right of centerline, up to 100' AGL/409' MSL. **Rwy 26,** trees beginning 3053' from departure end of runway, 800' left of centerline, up to 100' AGL/ 439' MSL. Trees beginning 3843' from departure end of runway, 416' right of centerline, up to 100' AGL/429' MSL.

WETUMPKA, AL

WETUMPKA MUNI (08A)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 27,** 500-3 with minimum climb of 220' per NM to 800 or standard with minimum climb of 450' per NM to 600 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27,** for climb in visual conditions cross Wetumpka Muni airport at or above 1000 before proceeding on course.

NOTE: **Rwy 9,** vehicle on roadway 471' from DER, 591' left of centerline, up to 15' AGL/214' MSL. Trees beginning 540' from DER, left and right of centerline, up to 100' AGL/299' MSL. **Rwy 27,** building 453' from DER, 434' right of centerline, 25' AGL/224' MSL. Vehicles on roadway 617' from DER, left and right of centerline, up to 15' AGL/214' MSL. Trees beginning 1314' from DER, 50' right of centerline, up to 100' AGL/ 309' MSL. Powerlines beginning 2243' from DER, left and right of centerline, up to 88' AGL/322' MSL. Trees beginning 3454' from DER, left and right of centerline, up to 100' AGL/409' MSL. Rising terrain and trees beginning 1.7 miles from DER, left and right of centerline, up to 200' AGL/639' MSL.

WINDER, GA

BARROW COUNTY (WDR)

AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions. **Rwy 31,** 300-1¾ or std. w/ min. climb of 205' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 23,** for climb in visual conditions: Cross Barrow County Airport at or above 1700' MSL before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 6' from DER, 41' left of centerline, up to 48' AGL/982' MSL. Multiple trees beginning 43' from DER, 24' right of centerline, up to 74' AGL/973' MSL. **Rwy 13,** multiple trees/poles/signs beginning 835' from DER, 16' left of centerline, up to 74' AGL/983' MSL. Multiple trees/poles beginning 82' from DER, 8' right of centerline, up to 59' AGL/968' MSL. **Rwy 23,** multiple trees beginning 31' from DER, 344' left of centerline, up to 100' AGL/1041' MSL. Multiple trees beginning 487' from DER, 279' right of centerline, up to 100' AGL/1059' MSL. **Rwy 31,** multiple trees beginning 493' from DER, 30' left of centerline, up to 100' AGL/ 1139' MSL. Multiple trees beginning 63' from DER, 19' right of centerline, up to 57' AGL/1000' MSL. Localizer antenna 295' from DER, on centerline 8' AGL/943' MSL. Tree 7804' from DER, 1990' left of centerline, 100' AGL/ 1139' MSL.

APP CRS	Rwy Idg	5000
160°	TDZE	575
	Apt Elev	587

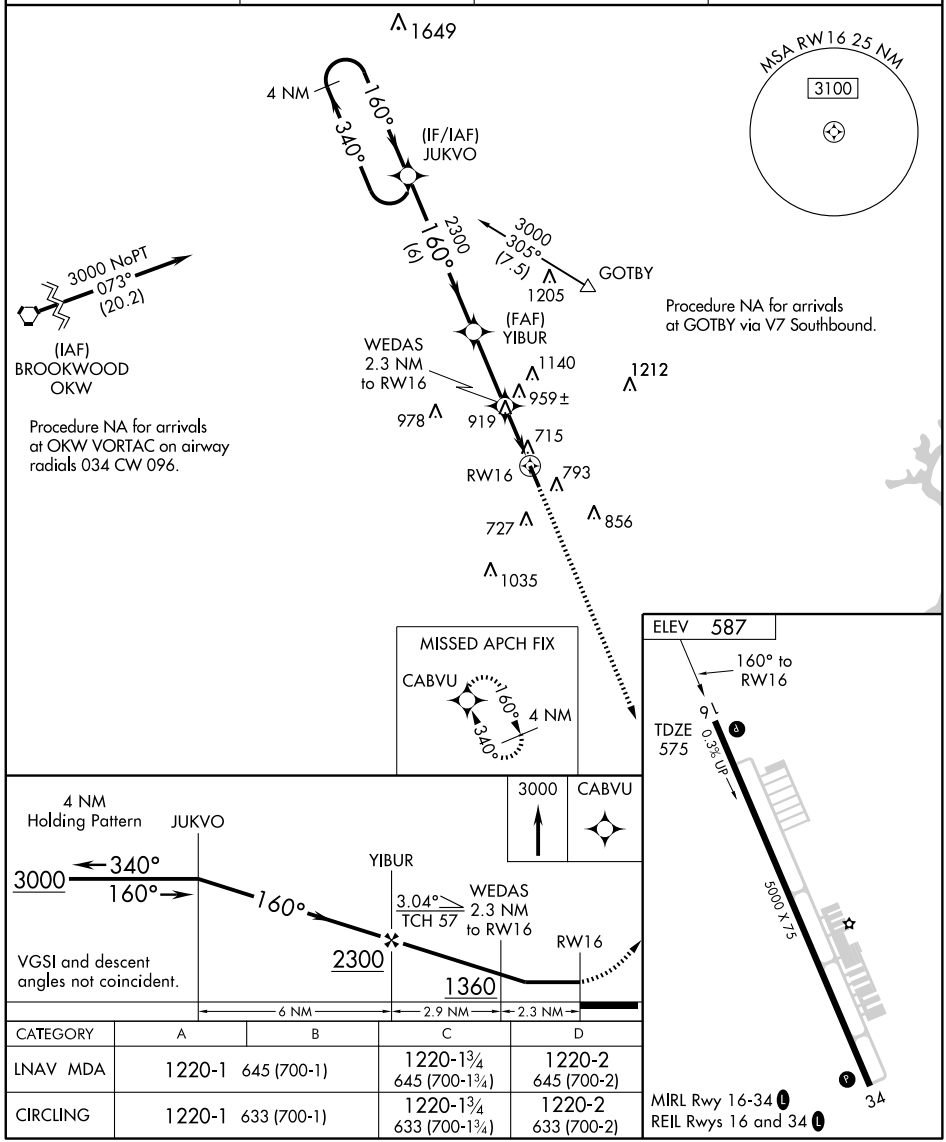
RNAV (GPS) RWY 16

ALABASTER / SHELBY COUNTY (EET)

Straight-in minimums NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct CABVU and hold.

ASOS	BIRMINGHAM APP CON	GCO	UNICOM
134.325	123.8 256.8	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1220-1	645 (700-1)	1220-1¾ 645 (700-1¾)	1220-2 645 (700-2)
CIRCLING	1220-1	633 (700-1)	1220-1¾ 633 (700-1¾)	1220-2 633 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
340°	TDZE	587
	Apt Elev	587

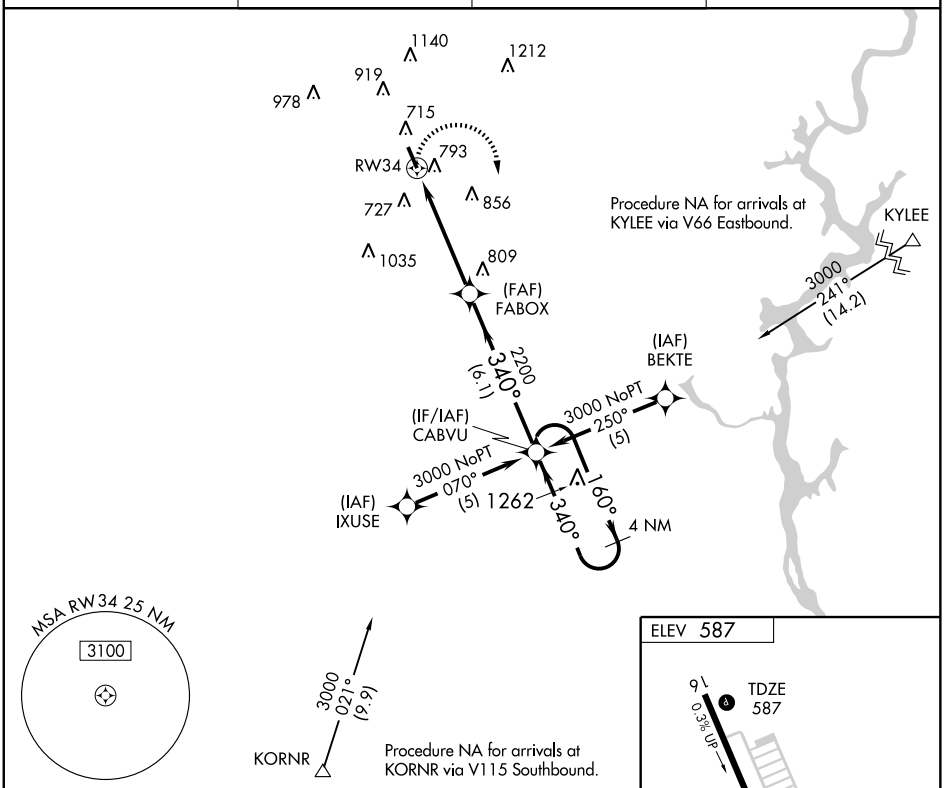
RNAV (GPS) RWY 34

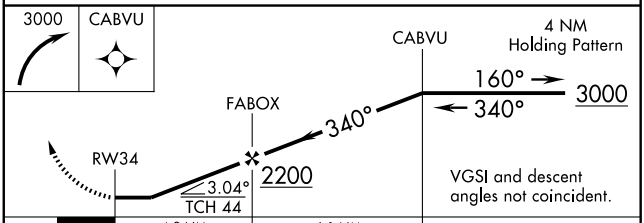
ALABASTER / SHELBY COUNTY (EET)

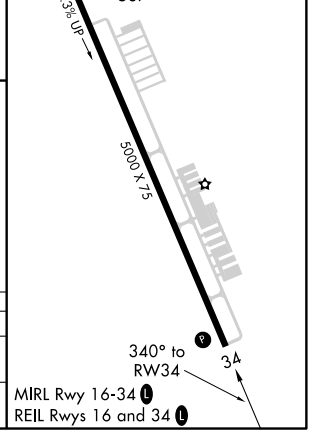
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct CABVU and hold.

ASOS	BIRMINGHAM APP CON	GCO	UNICOM
134.325	123.8 256.8	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1060-1 473 (500-1)		1060-1¼ 473 (500-1¼)	1060-1½ 473 (500-1½)
CIRCLING	1120-1 533 (600-1)		1120-1½ 533 (600-1½)	1220-2 633 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC OKW	APP CRS	Rwy Idg	N/A
111.0	099°	TDZE	N/A
Chan 47		Apt Elev	587

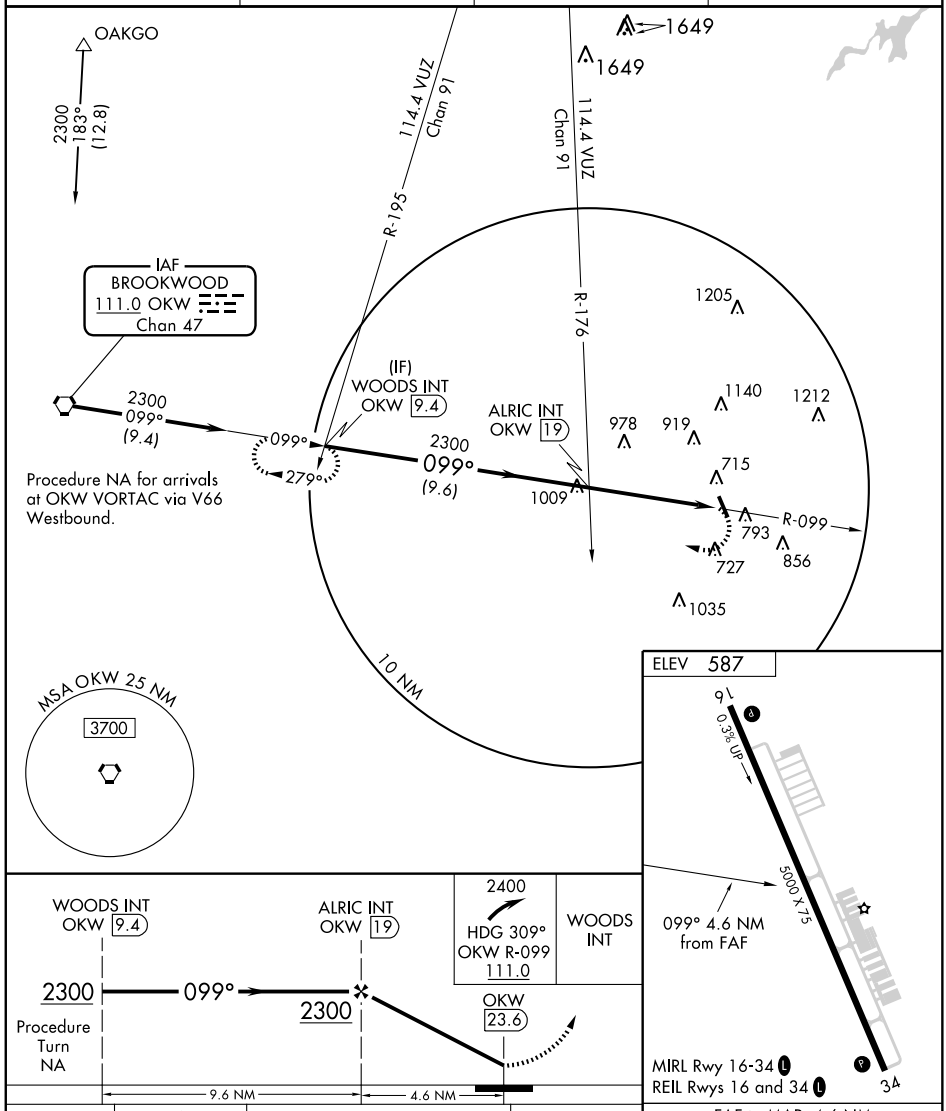
VOR-A

ALABASTER /SHELBY COUNTY (EET)

When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 via heading 309° and OKW VORTAC R-099 to WOODS INT/9.4 DME and hold.

ASOS	BIRMINGHAM APP CON	GCO	UNICOM
134.325	123.8 256.8	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1300-1 713 (800-1)	1300-1¼ 713 (800-1¼)	1300-2 713 (800-2)	1300-2¼ 713 (800-2¼)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 03 JUN 2010 to 01 JUL 2010

NDB ARF	APP CRS	Rwy Idg	N/A
296	230°	TDZE	N/A
		Apt Elev	1032

NDB-A

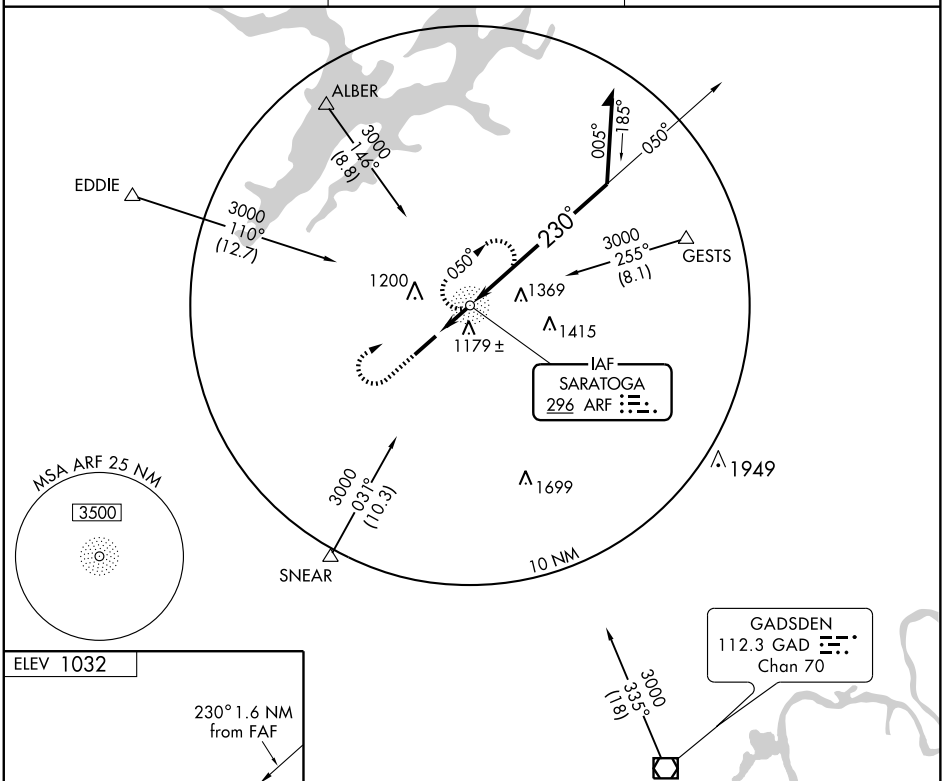
ALBERTVILLE/ ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

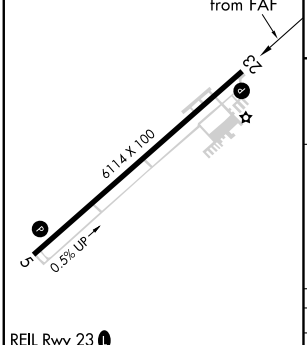
When local altimeter setting not received, use Huntsville Intl altimeter setting.

NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ARF NDB and hold.

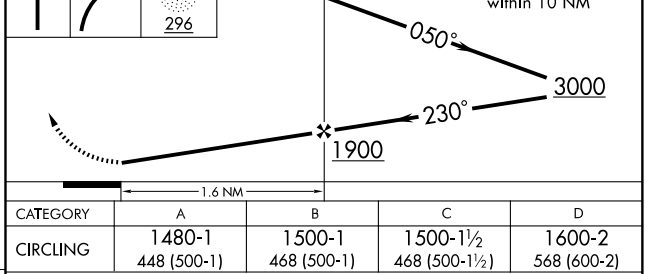
AWOS-3	BIRMINGHAM APP CON	UNICOM
119.575	132.15 285.45	123.0 (CTAF) L





REIL Rwy 23 L
MIRL Rwy 5-23 L

FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32



CATEGORY	A	B	C	D
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)
HUNTSVILLE INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	1620-1 588 (600-1)	1640-1 608 (700-1)	1640-1¾ 608 (700-1¾)	1640-2 608 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6114
050°	TDZE	1015
	Apt Elev	1032

RNAV (GPS) RWY 5

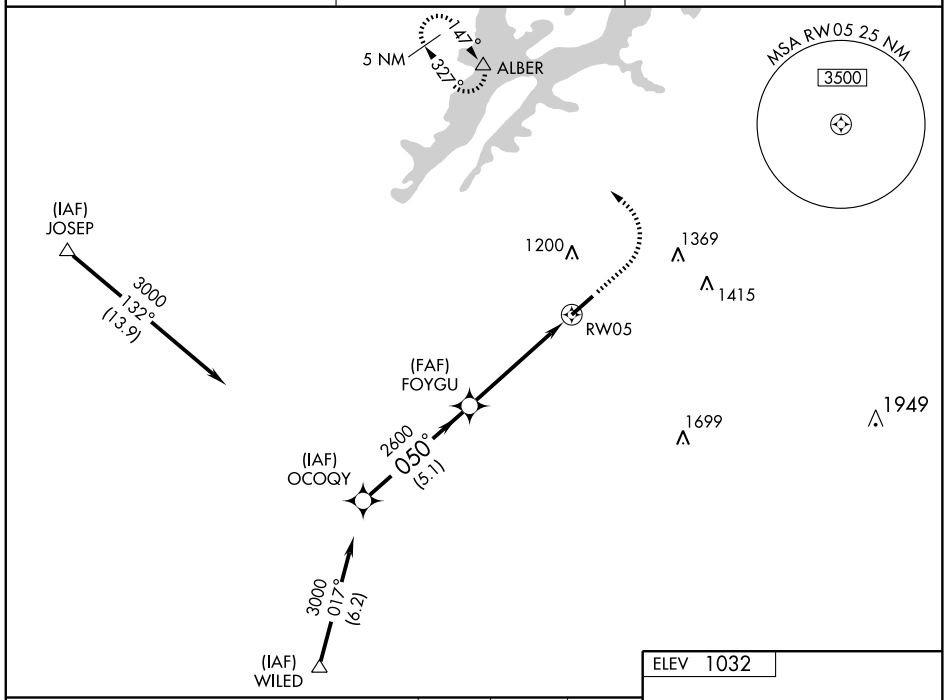
ALBERTVILLE/ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

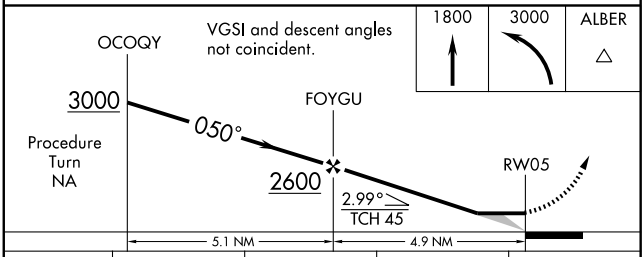
Obtain local altimeter setting on CTAF; when not received use Huntsville Intl altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

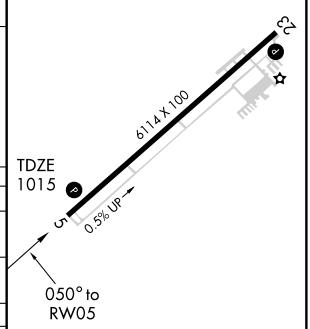
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct ALBER WP and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.575	132.15 285.45	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1 405 (400-1)		1420-1¼ 405 (400-1¼)	
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)
HUNTSVILLE INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1560-1 545 (600-1)		1560-1½ 545 (600-1½)	1560-1¾ 545 (600-1¾)
CIRCLING	1620-1 588 (600-1)	1640-1 608 (700-1)	1640-1¾ 608 (700-1¾)	1640-2 608 (700-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6114
CH 96604	230°	TDZE	1032
W23A		Apt Elev	1032

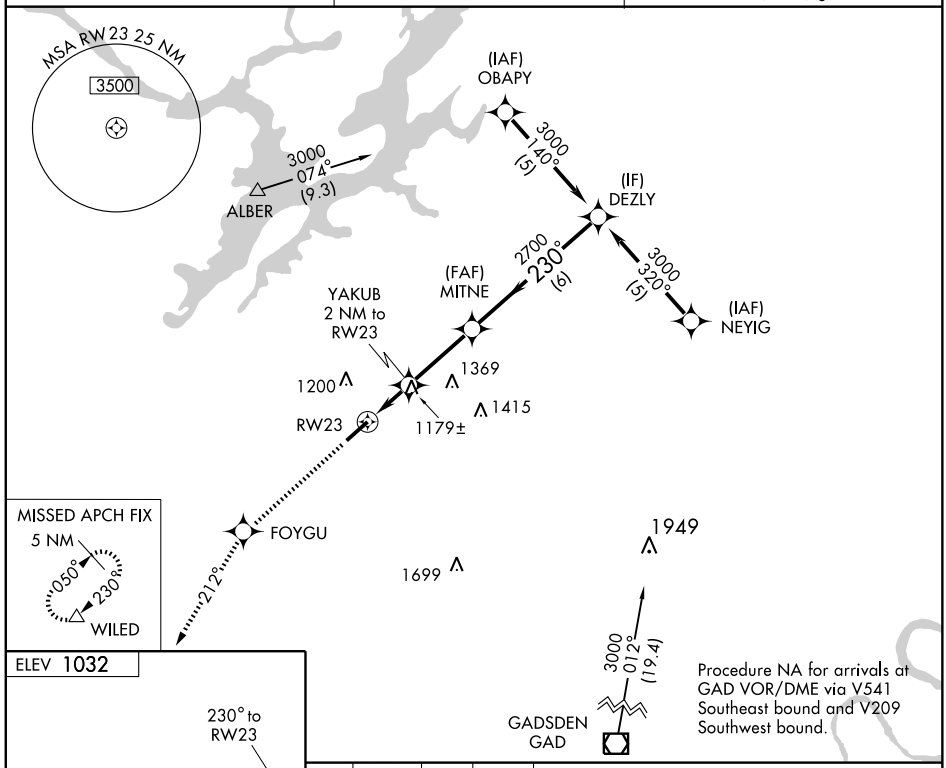
RNAV (GPS) RWY 23

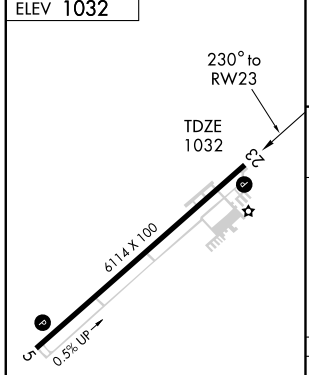
ALBERTVILLE/ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

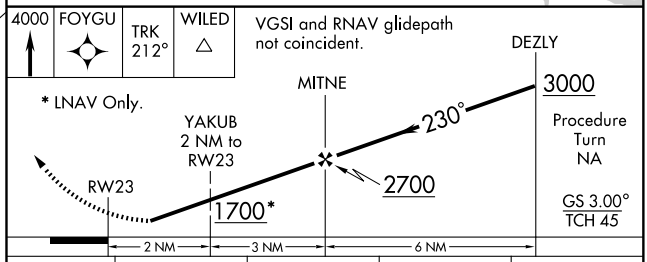
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH: Climb to 4000 direct FOYGU and via 212° track to WILED and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.575	132.15 285.45	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1331-1 299 (300-1)			
LNAV MDA	1440-1 408 (500-1)		1440-1¼ 408 (500-1¼)	
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L

SE-4, 03 JUN 2010 to 01 JUL 2010

NDB DER	APP CRS	Rwy Idg	N/A
382	359°	TDZE	N/A
		Apt Elev	686

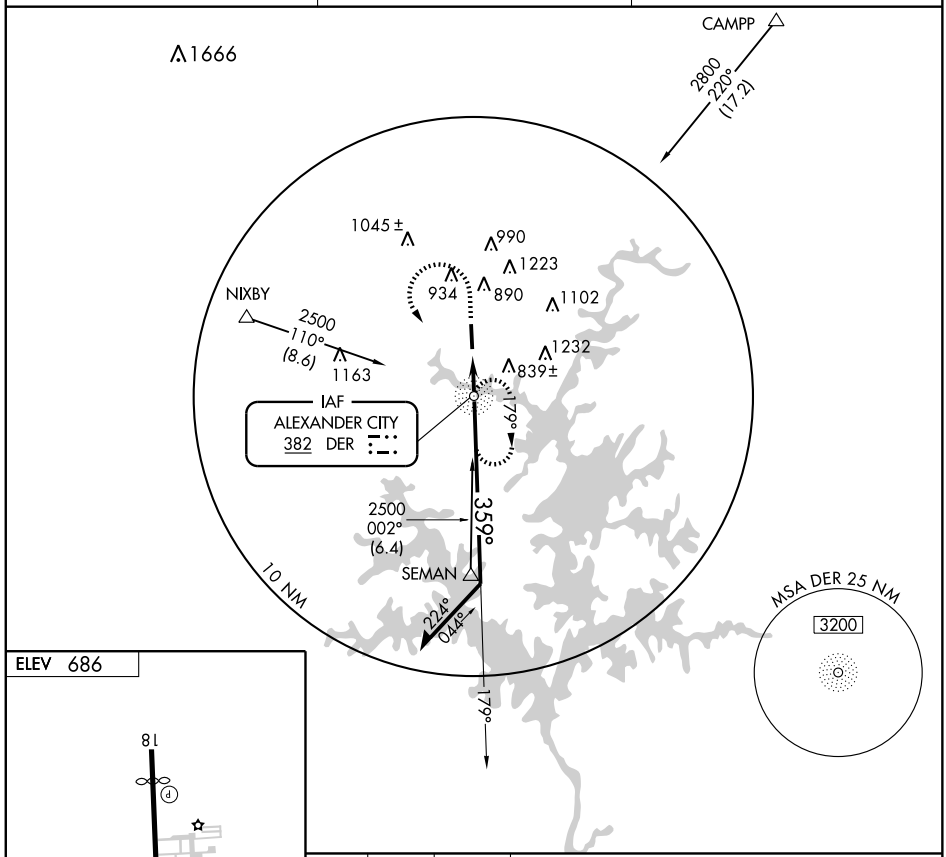
NDB-A

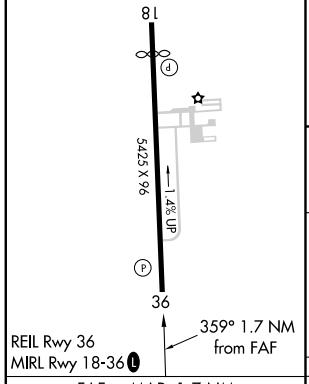
ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

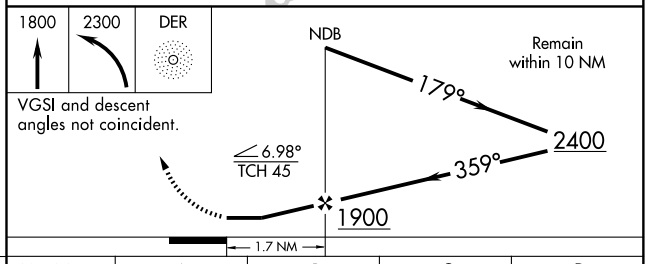
When VGSI inoperative, Circling Rwy 18 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Auburn altimeter setting and increase all MDA 100 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2300 direct DER NDB and hold.

AWOS-3	MONTGOMERY APP CON ★	UNICOM
118.325	121.2 380.225	122.7 (CTAF) L







FAF to MAP 1.7 NM

Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34

CATEGORY	A	B	C	D
CIRCLING	1240-1 554 (600-1)		1240-1½ 554 (600-1½)	NA

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4806
179°	TDZE	686
	Apt Elev	686

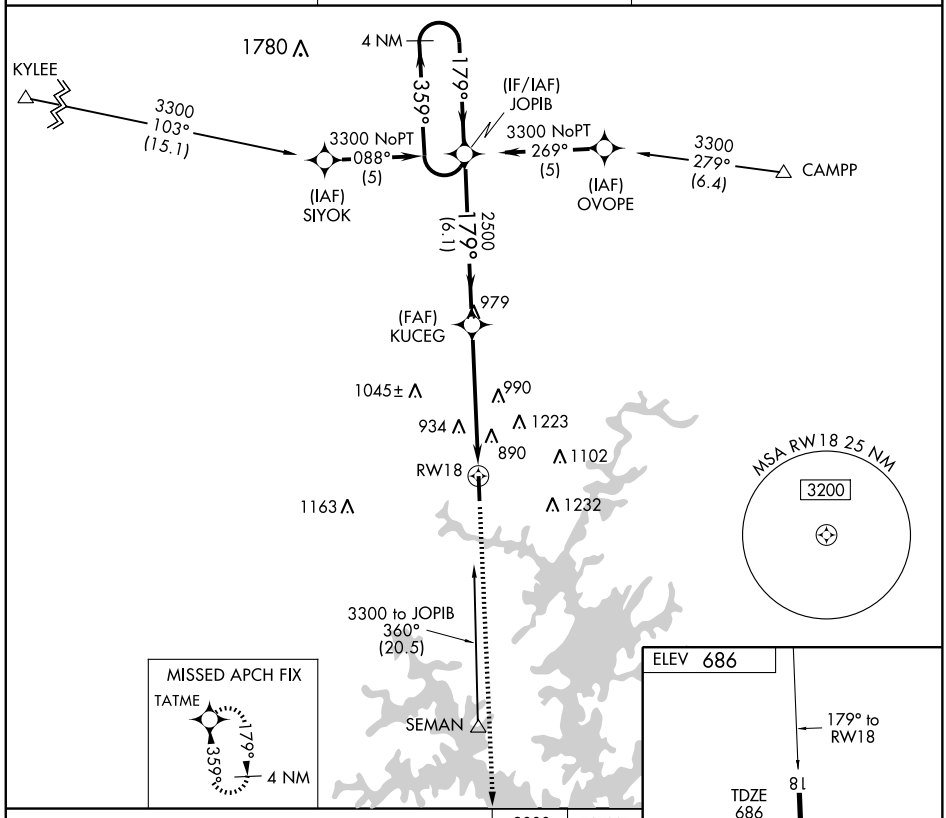
RNAV (GPS) RWY 18

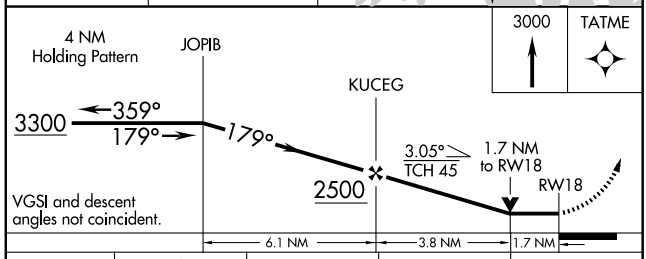
ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

When VGSI inoperative, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Auburn altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile. VDP NA with Auburn altimeter setting.

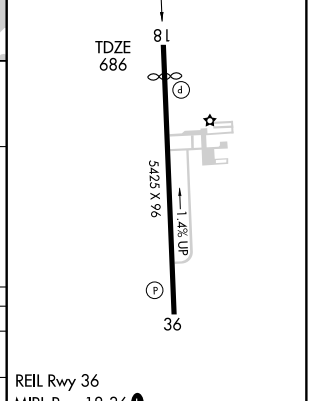
MISSED APPROACH: Climb to 3000 direct TATME and hold.

AWOS-3	MONTGOMERY APP CON ★	UNICOM
118.325	121.2 380.225	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1240-1	554 (600-1)	1240-1½ 554 (600-1½)	NA
CIRCLING	1240-1	554 (600-1)	1240-1½ 554 (600-1½)	NA



REIL Rwy 36
MIRL Rwy 18-36 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5425
359°	TDZE	647
	Apt Elev	686

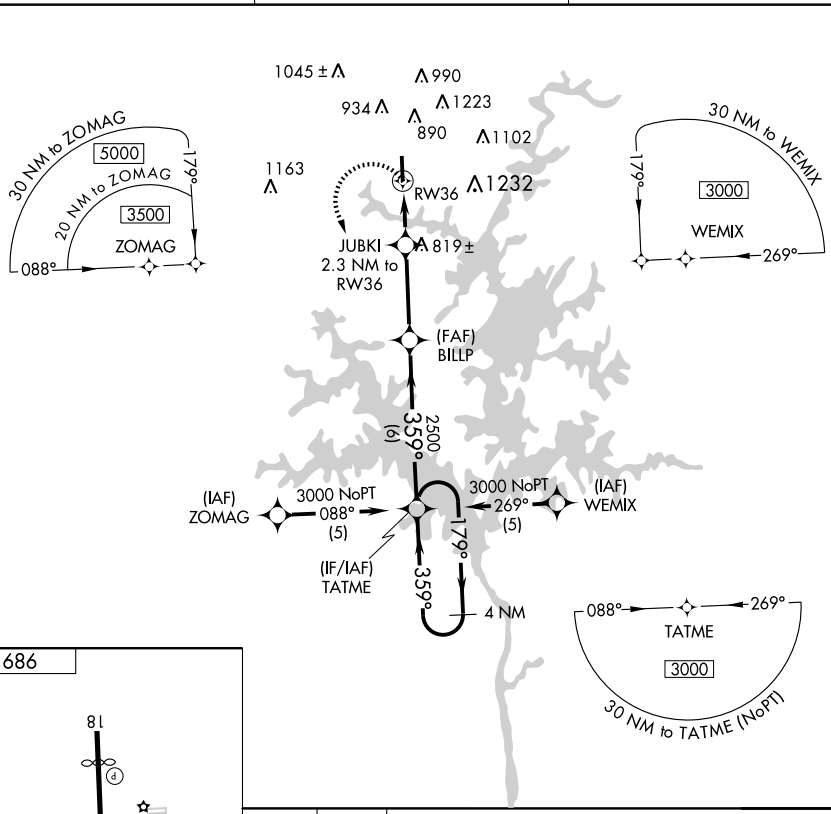
RNAV (GPS) RWY 36

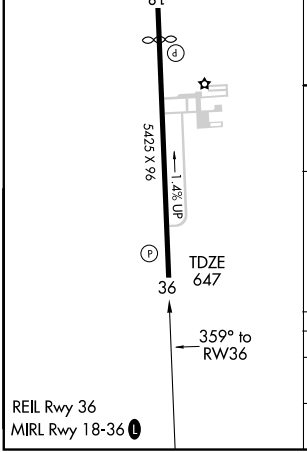
ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

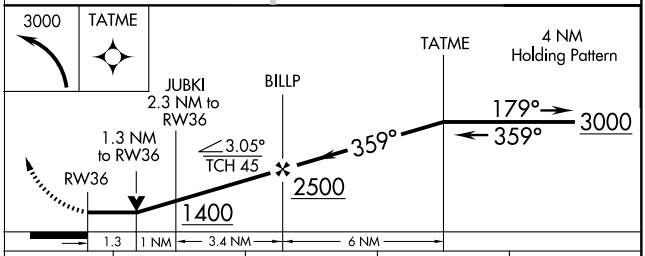
When VGSI inoperative, Circling Rwy 18 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Auburn altimeter setting and increase all MDA 100 feet, increase LNAV and Circling Cat C visibility ¼ mile. VDP NA with Auburn altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct TATME and hold.

AWOS-3	MONTGOMERY APP CON ★	UNICOM
118.325	121.2 380.225	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1080-1 433 (400-1)		1080-1¼ 433 (400-1¼)	NA
CIRCLING	1180-1 494 (500-1)	1200-1 514 (600-1)	1200-1½ 514 (600-1½)	NA

SE-4, 03 JUN 2010 to 01 JUL 2010

COPTER NDB RWY 29

NDB JUY	APCH CRS	Rwy Idg	5001
264	272°	TDZE	309
		Arpt Elev	309

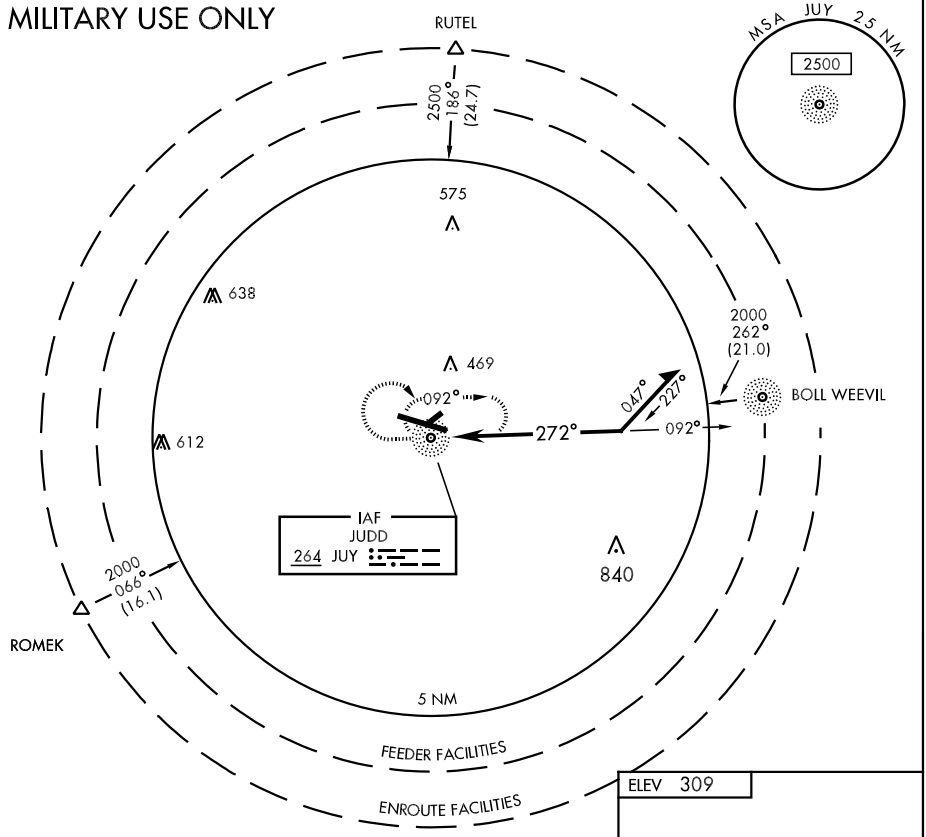
AL-6524 [USA] SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)

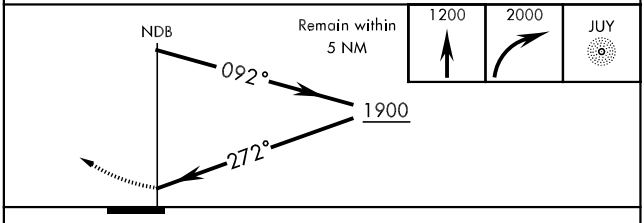
NA (When tower closed).
* If local altimeter setting not received, use Cairns AAF altimeter setting and increase all MDAs 100 feet.

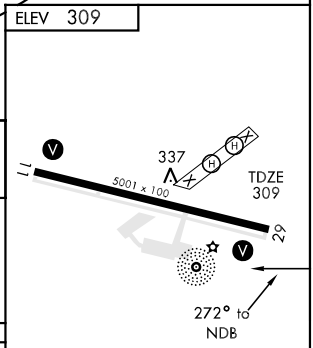
MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct JUY NDB and hold.

CAIRNS APP CON	ANDALUSIA-OPP TOWER ★	GND CON	UNICOM
133.45 239.4	119.55 * (CTAF) 317.75	121.9 273.45	122.8

MILITARY USE ONLY







CATEGORY	COPTER		
S-29 *	780-½	471	(500-½)

SE-4, 03 JUN 2010 to 01 JUL 2010

NDB JUY 264	APP CRS 240°	Rwy Idg N/A TDZE N/A Apt Elev 309

ANDALUSIA/OPP/
SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

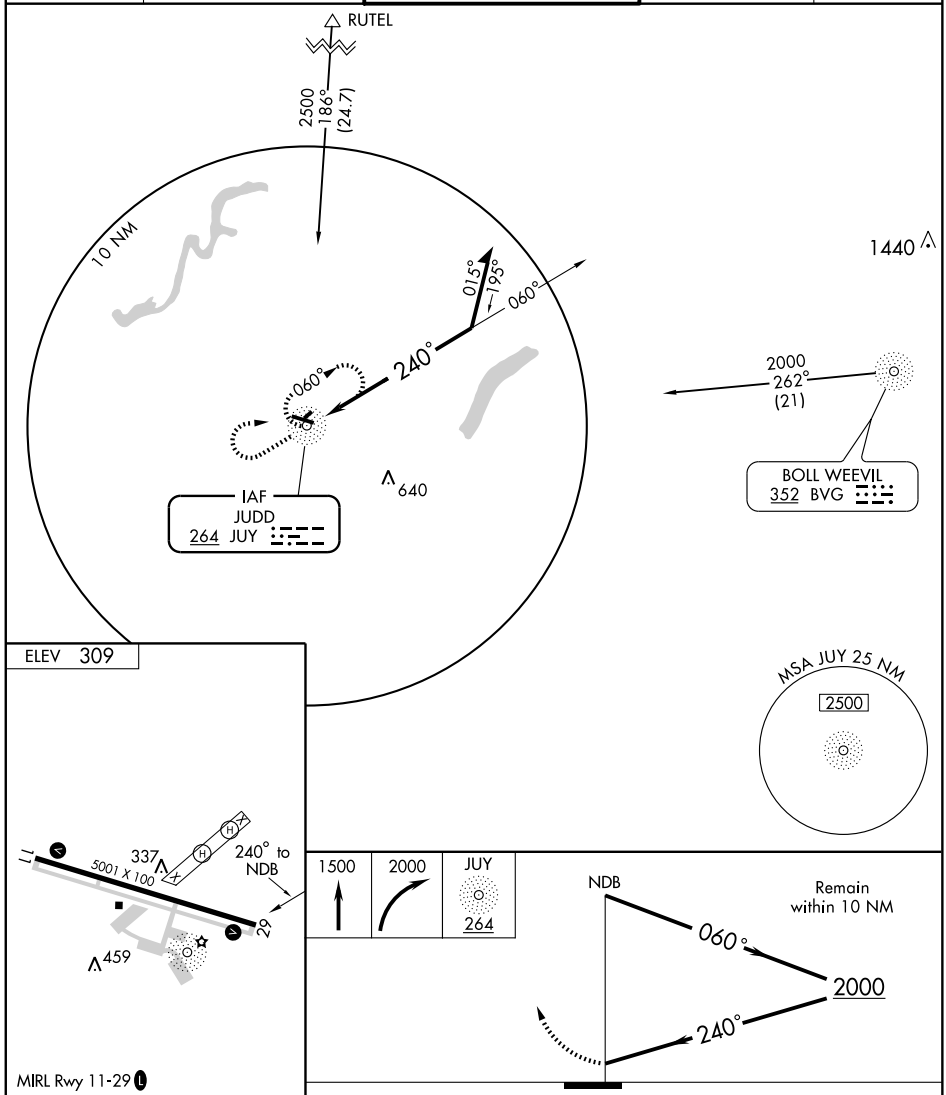
NDB-A

If local altimeter setting not received, use Cairns AAF altimeter setting and increase all MDA's 100 feet.

NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct JUY NDB and hold.

ASOS	CAIRNS APP CON ★	ANDALUSIA-OPP TOWER ★	GND CON	UNICOM
134.875	133.45 239.4	119.55 (CTAF) L 317.75	121.9 273.45	122.8



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	880-1	571 (600-1)	880-1½ 571 (600-1½)	880-2 571 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5001
CH 82600	109°	TDZE	310
W11A		Apt Elev	310

ANDALUSIA/OPP/
SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

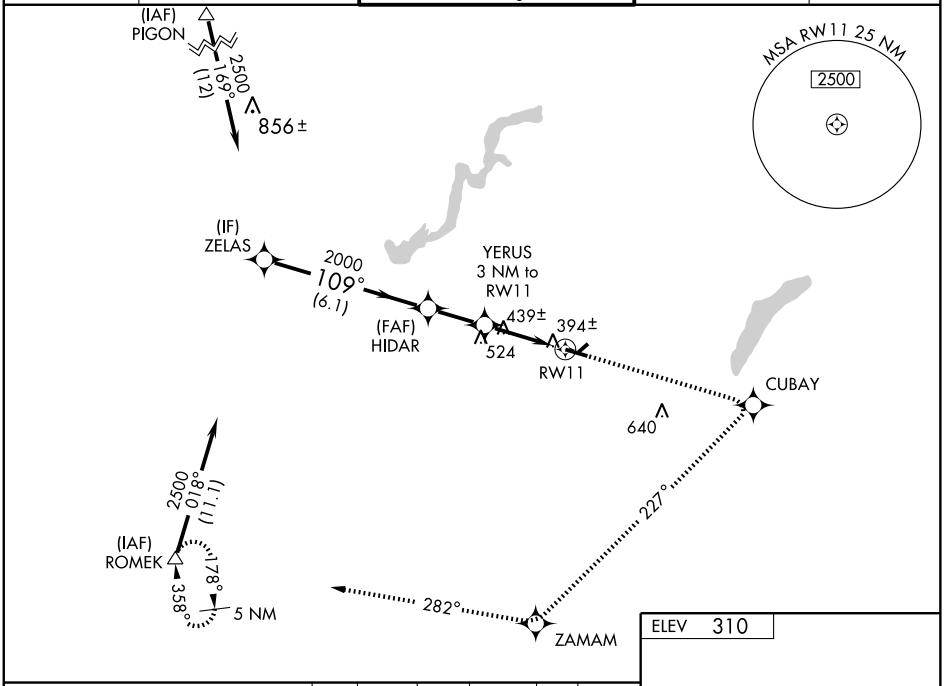
RNAV (GPS) RWY 11

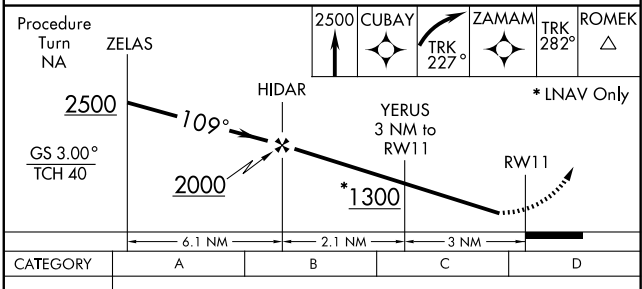
NA

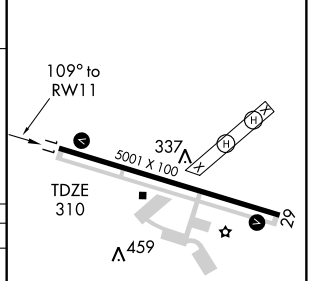
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Cairns AAF altimeter setting and increase LPV DA to 697 feet, LNAV/VNAV DA to 737 feet, and all MDAs 100 feet. Baro-VNAV NA when using Cairns AAF altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct CUBAY and right turn via 227° track to ZAMAM and 282° track to ROMEK and hold.

ASOS	CAIRNS APP CON ★	ANDALUSIA-OPP TOWER ★	GND CON	UNICOM
134.875	133.45 239.4	119.55 (CTAF) L 317.75	121.9 273.45	122.8







CATEGORY	A	B	C	D
LPV DA	615-1 305 (400-1)			
LNAV/VNAV DA	655-1¼ 345 (400-1¼)			
LNAV MDA	760-1 450 (500-1)		760-1¼ 450 (500-1¼)	760-1½ 450 (500-1½)
CIRCLING	780-1 470 (500-1)		780-1½ 470 (500-1½)	860-2 550 (600-2)

MIRL Rwy 11-29 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5001
CH 60929	289°	TDZE	308
W29A		Apt Elev	310

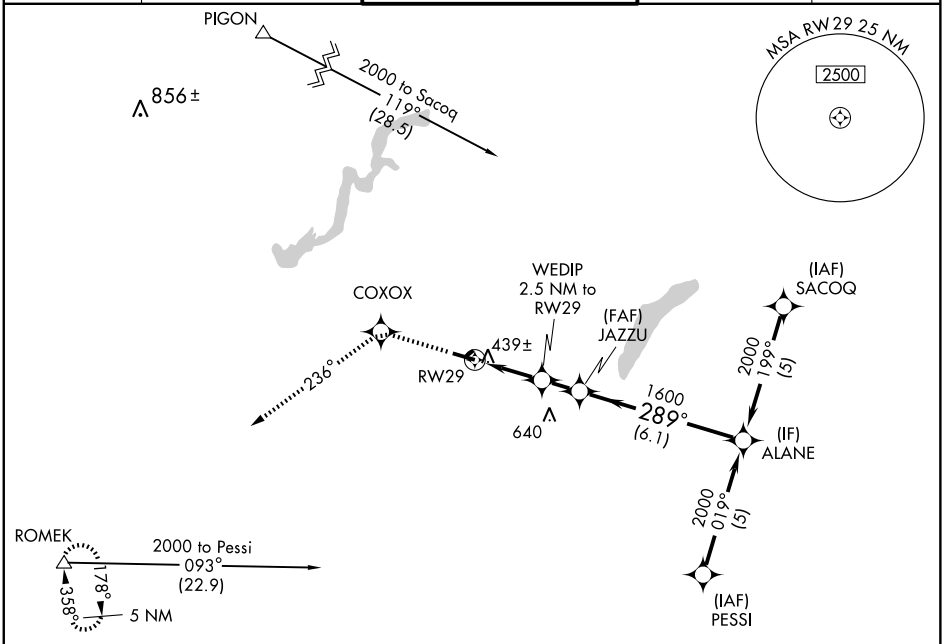
RNAV (GPS) RWY 29

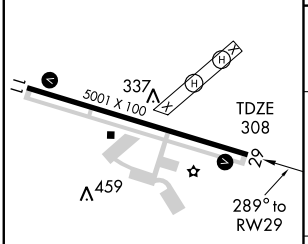
ANDALUSIA/OPP/
SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

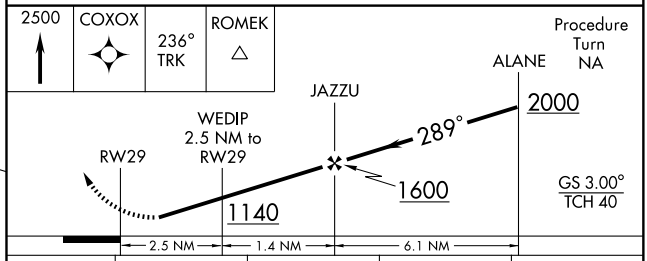
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cairns AAF altimeter setting and increase DA to 712 feet and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct COXOX and via 236° track to ROMEK and hold.

ASOS	CAIRNS APP CON ★	ANDALUSIA-OPP TOWER ★	GND CON	UNICOM
134.875	133.45 239.4	119.55 (CTAF) L 317.75	121.9 273.45	122.8







CATEGORY	A	B	C	D
LPV DA	630-1¼ 322 (400-1¼)			
LNAV MDA	720-1 412 (500-1)		720-1¼ 412 (500-1¼)	
CIRCLING	780-1 470 (500-1)		780-1½ 470 (500-1½)	860-2 550 (600-2)

MIRL Rwy 11-29 L

SE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-ANB	APP CRS	Rwy Idg	7000
111.5	049°	TDZE	595
		Apt Elev	612

ILS or LOC RWY 5

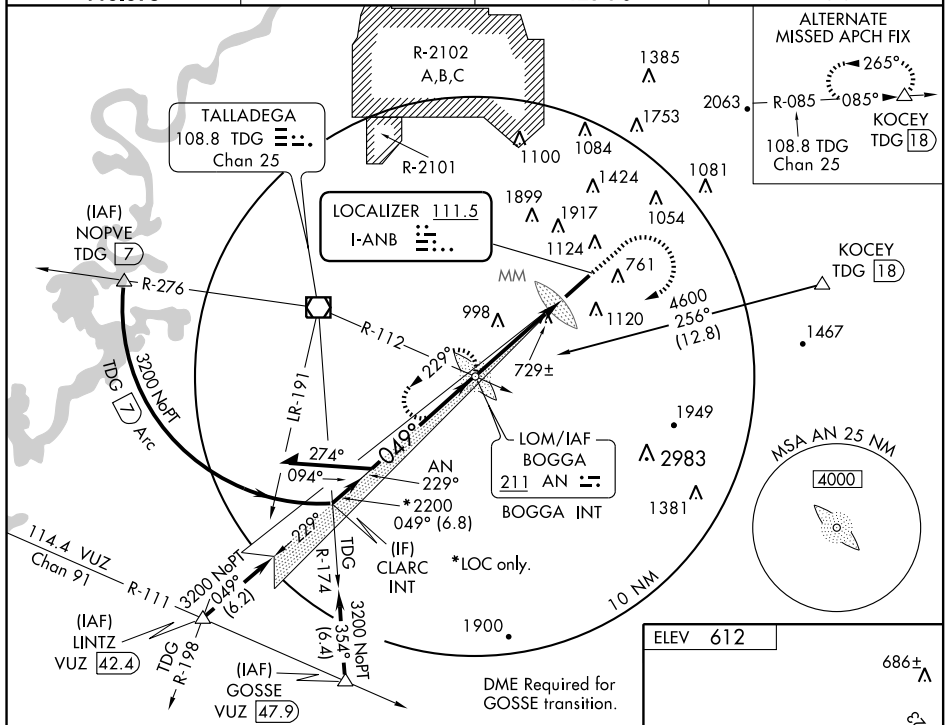
ANNISTON METROPOLITAN (ANB)

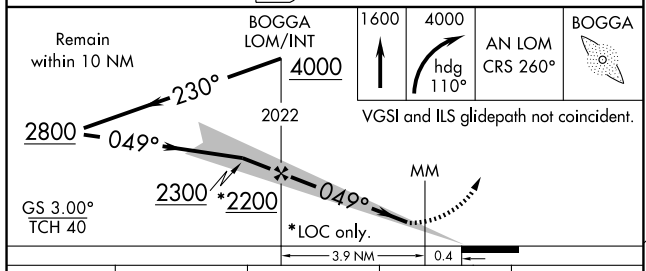
For inoperative MALSR when using Gadsden altimeter setting, increase S-ILS 5 all Cats visibility to 1¼. Circling NA north of Rwy 5-23. ADF Required. When local altimeter setting not received, use Gadsden altimeter setting and increase all DA to 975 and all MDAs 80 feet, increase S-ILS 5 all Cats, S-LOC 5 Cat C and D and Circling Cat A, C, and D visibility ¼ mile. For inoperative MALSR increase S-ILS 5 all Cats visibility to 1.

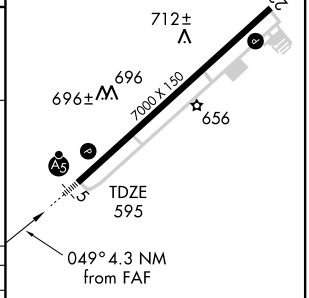
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 via heading 110° then via AN LOM 260° course to BOGGA LOM/INT and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 L	123.0







CATEGORY	A	B	C	D
S-ILS 5	909-½ 314 (300-½)			
S-LOC 5	1120-½ 525 (600-½)		1120-1 525 (600-1)	1120-1¼ 525 (600-1¼)
CIRCLING	1480-1 868 (900-1)	1480-1¼ 868 (900-1¼)	1480-2½ 868 (900-2½)	1480-2¾ 868 (900-2¾)

REIL Rwy 23 L
HIRL Rwy 5-23 L

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4. 03 JUN 2010 to 01 JUL 2010

10154

NDB RWY 5

ANNISTON METROPOLITAN (ANB)

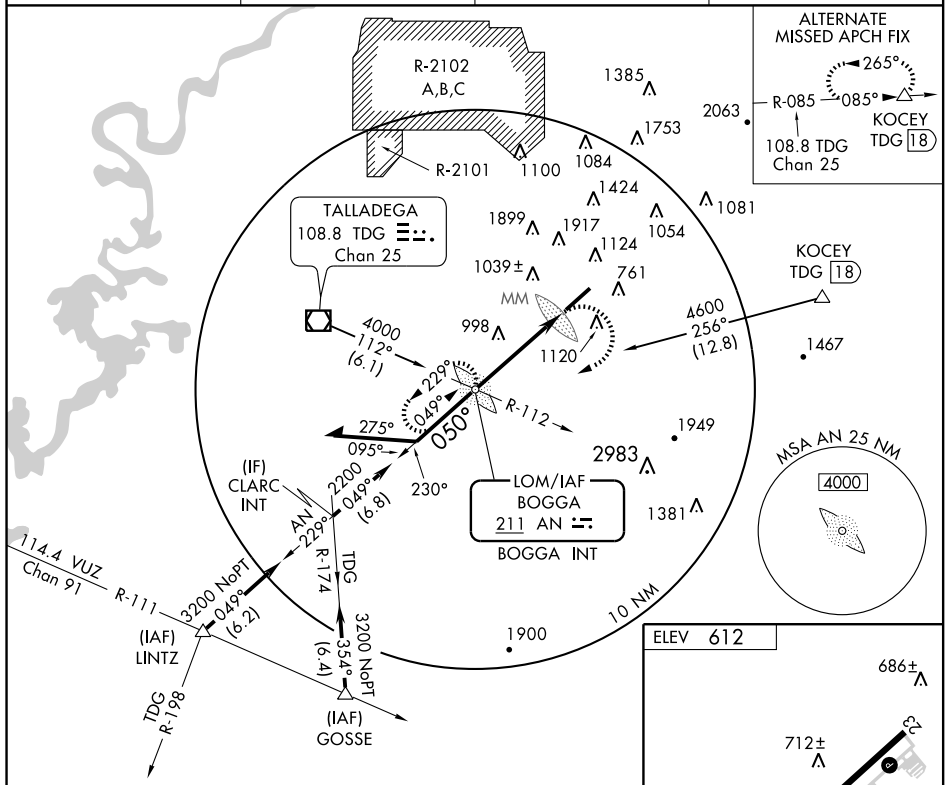
LOM AN	APP CRS	Rwy Idg	7000
211	050°	TDZE	595
		Apt Elev	612

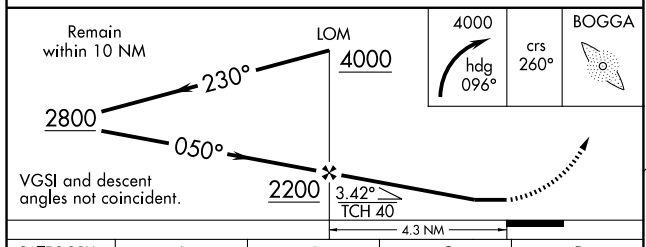
Circling NA North of Rwy 5-23. When local altimeter setting not received, use Gadsden altimeter setting and increase all MDAs 80 feet. For inoperative MALSR, increase S-5 Cat A visibility to 1¼ and Cat B to 1½ mile. For inoperative MALSR when using Gadsden altimeter setting, increase S-5 Cat A visibility to 1¼ and Cat B to 1½.

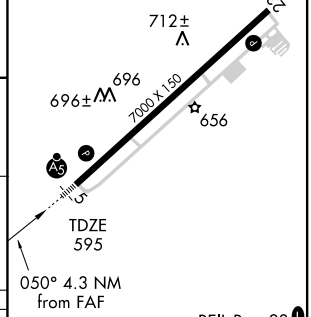
MALSR

MISSED APPROACH: Climbing right turn to 4000 via heading 096° and 260° course to BOGGA LOM and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 L	123.0







REIL Rwy 23 L
HIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-5	1600-¾ 1005 (1000-¾)	1600-1 1005 (1000-1)	1600-2½ 1005 (1000-2½)	1600-2¾ 1005 (1000-2¾)
CIRCLING	1600-1¼ 988 (1000-1¼)	1600-1½ 988 (1000-1½)	1600-3 988 (1000-3)	

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 78106 W05A	APP CRS 049°	Rwy Idg 7000 TDZE 595 Apt Elev 612

RNAV (GPS) RWY 5

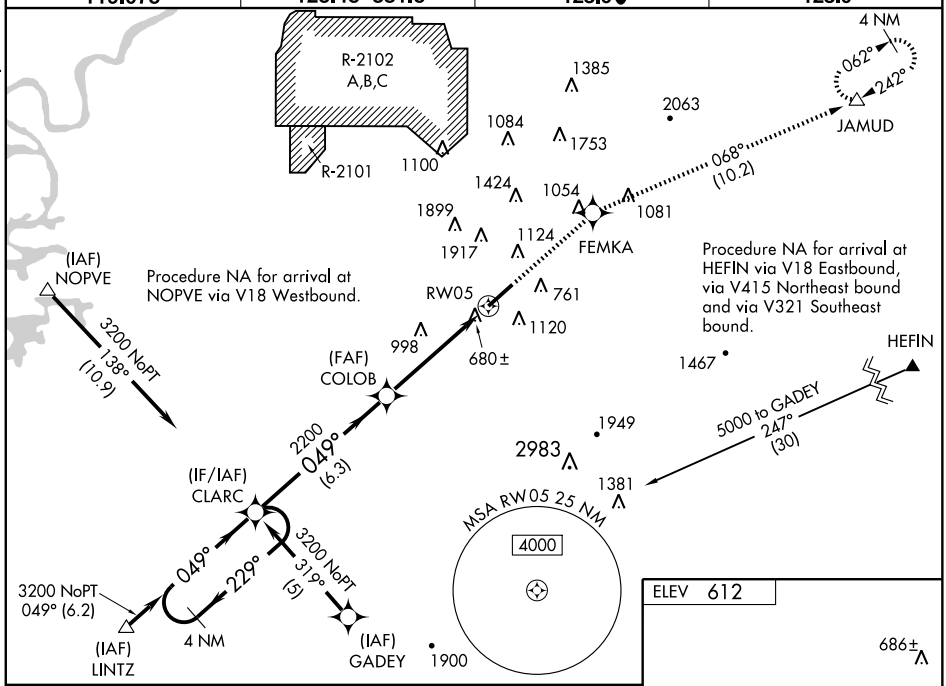
ANNISTON METROPOLITAN (ANB)

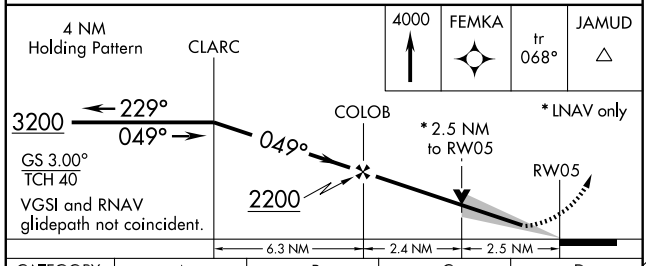
Circling NA North of Rwy 5/23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gadsden altimeter setting and increase all DA 66 feet and all MDA 80 feet and LPV** all Cats, LPV all Cats, LNAV Cats C and D and Circling Cats A, C, and D visibility ¼ mile. For inoperative MALSR increase LPV** all Cats visibility to 1¼, LPV all Cats to 1¾, and LNAV Cat A visibility to 1. For inoperative MALSR when using Gadsden altimeter setting, increase LPV** all Cats visiblity to 1½ and LPV all Cats visibility to 2. VDP NA with Gadsden altimeter setting. **Missed approach requires minimum climb of 225 feet per NM to 2700.

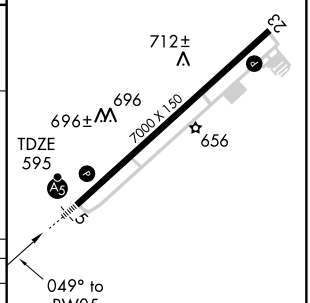
MALSR

MISSED APPROACH: Climb to 4000 direct FEMKA and on track 068° to JAMUD and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 L	123.0







CATEGORY	A	B	C	D
LPV DA**	918-¾ 323 (400-¾)			
LPV DA	1113-1¼ 518 (600-1¼)			
LNAV MDA	1420-¾ 825 (900-¾)		1420-2 825 (900-2)	1420-2¼ 825 (900-2¼)
CIRCLING	1480-1 868 (900-1)	1480-1¼ 868 (900-1¼)	1480-2½ 868 (900-2½)	1480-2¾ 868 (900-2¾)

REIL Rwy 23 L
HIRL Rwy 5-23 L

APP CRS	Rwy Idg	7000
244°	TDZE	612
	Apt Elev	612

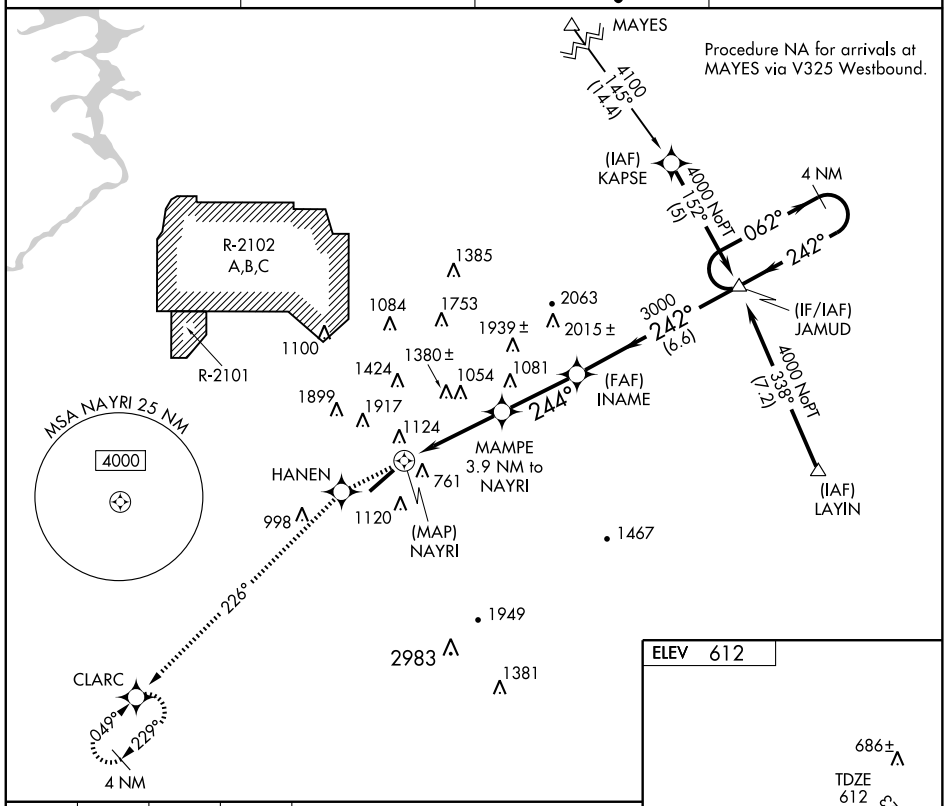
RNAV (GPS) Y RWY 23

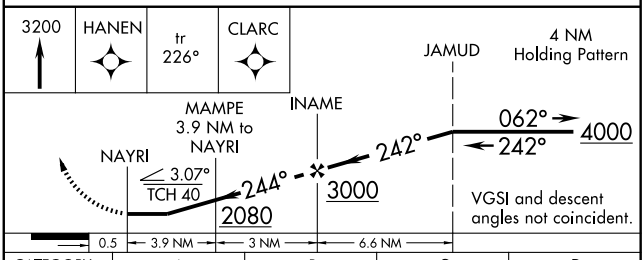
ANNISTON METROPOLITAN (ANB)

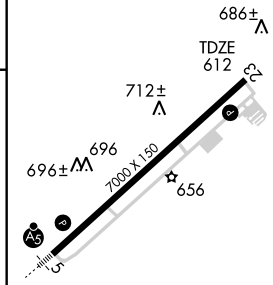
Circling NA North of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gadsden altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3200 direct HANEN and via track 226° to CLARC and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 L	123.0







CATEGORY	A	B	C	D
LNAV MDA	1700-1¼ 1088 (1100-1¼)	1700-1½ 1088 (1100-1½)	1700-3	1088 (1100-3)
CIRCLING	1700-1¼ 1088 (1100-1¼)	1700-1½ 1088 (1100-1½)	1700-3	1088 (1100-3)

REIL Rwy 23 L
HIRL Rwy 5-23 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7000
CH 58315	230°	TDZE	612
W23A		Apt Elev	612

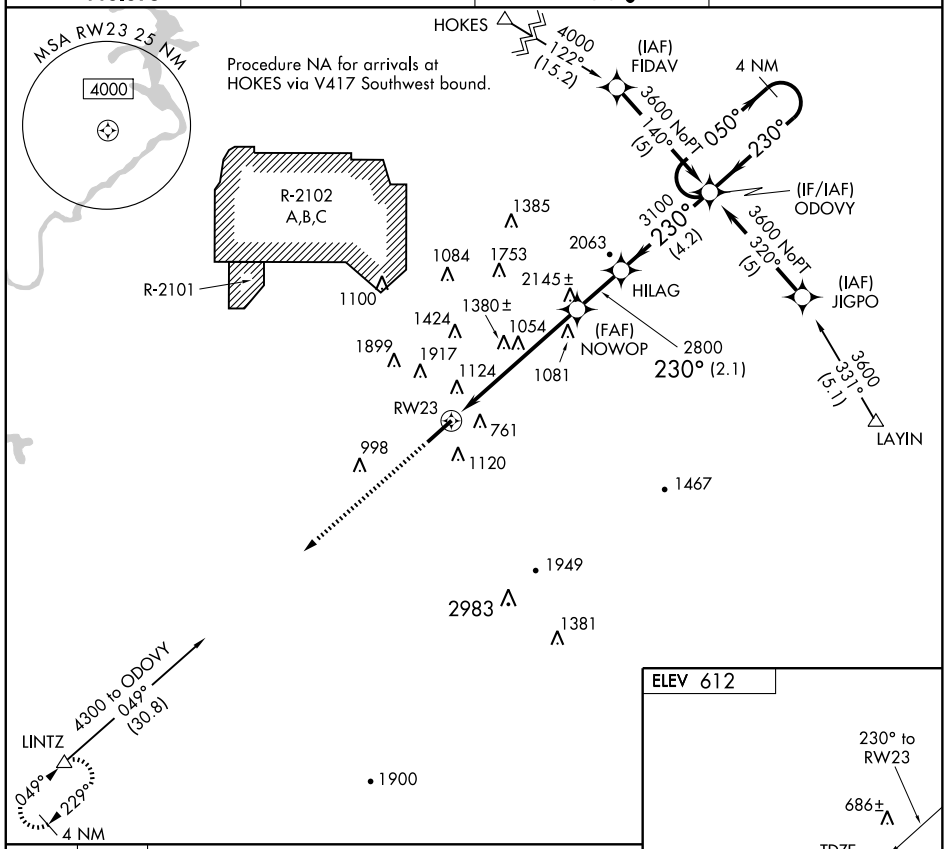
RNAV (GPS) Z RWY 23

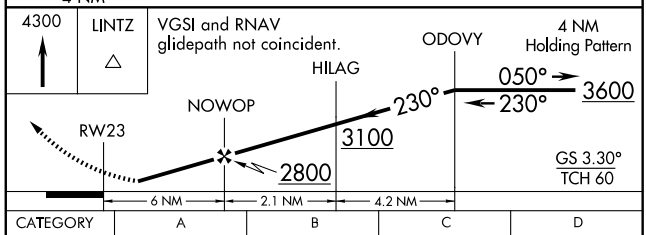
ANNISTON METROPOLITAN (ANB)

Circling NA North of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gadsden altimeter setting and increase DA 66 feet and MDA 80 feet, and LPV all Cats visiblity ¼ mile.

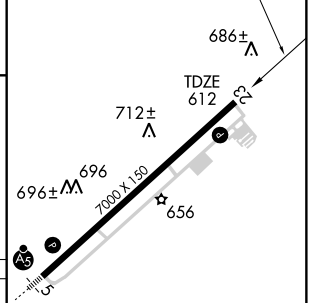
MISSED APPROACH: Climb to 4300 direct LINTZ and hold.

ASOS	BIRMINGHAM APP CON	CTAF	UNICOM
119.675	125.45 381.5	123.6 (L)	123.0





CATEGORY	A	B	C	D
LPV DA	998-1¼ 386 (400-1¼)			NA
LNAV MDA	1640-1¼ 1028 (1100-1¼)	1640-1½ 1028 (1100-1½)	1640-3 1028 (1100-3)	NA
CIRCLING	1640-1¼ 1028 (1100-1¼)	1640-1½ 1028 (1100-1½)	1640-3 1028 (1100-3)	NA



REIL Rwy 23 (L)
HIRL Rwy 5-23 (L)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4506
181°	TDZE	287
	Apt Elev	287

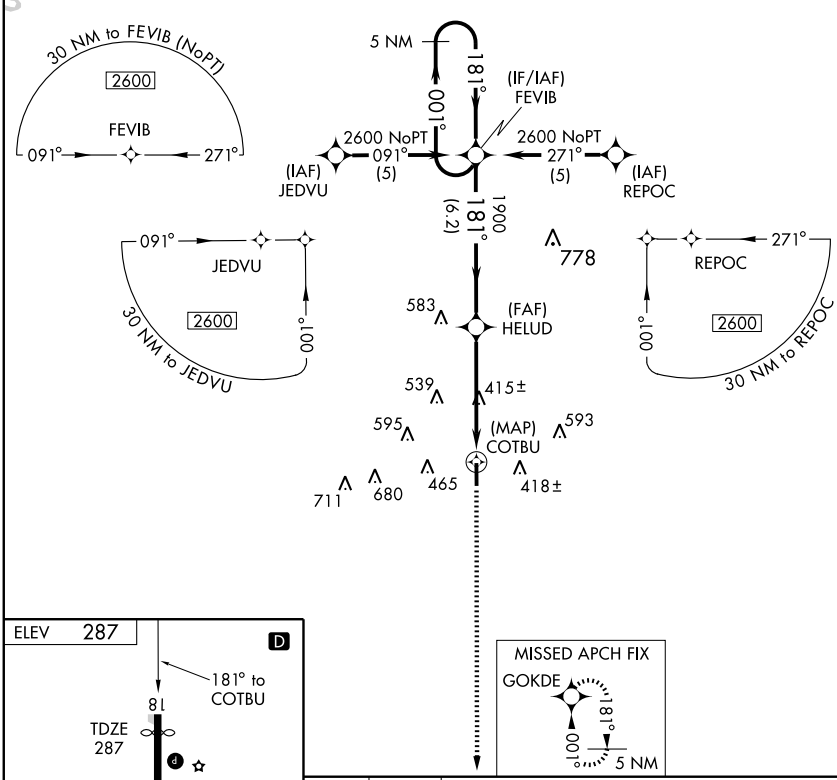
RNAV (GPS) RWY 18
ATMORE MUNI (ØR1)

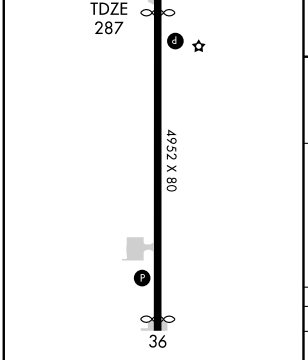
T
A NA

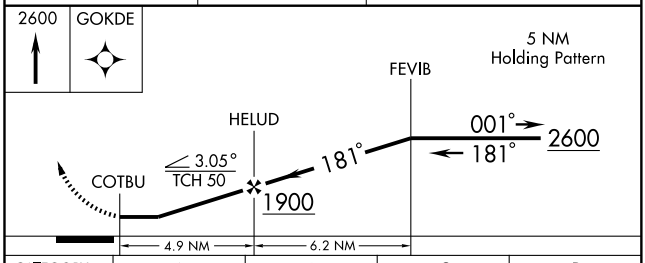
DME/DME RNP-0.3 NA. Use Evergreen altimeter setting; if not received, use Pensacola Rgnl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2600 direct GOKDE and hold.

EVERGREEN ASOS	PENSACOLA APP CON	UNICOM
133.425	126.85 291.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1 473 (500-1)		760-1¼ 473 (500-1¼)	NA
CIRCLING	900-1 613 (700-1)		900-1¾ 613 (700-1¾)	NA

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4506
001°	TDZE	287
	Apt Elev	287

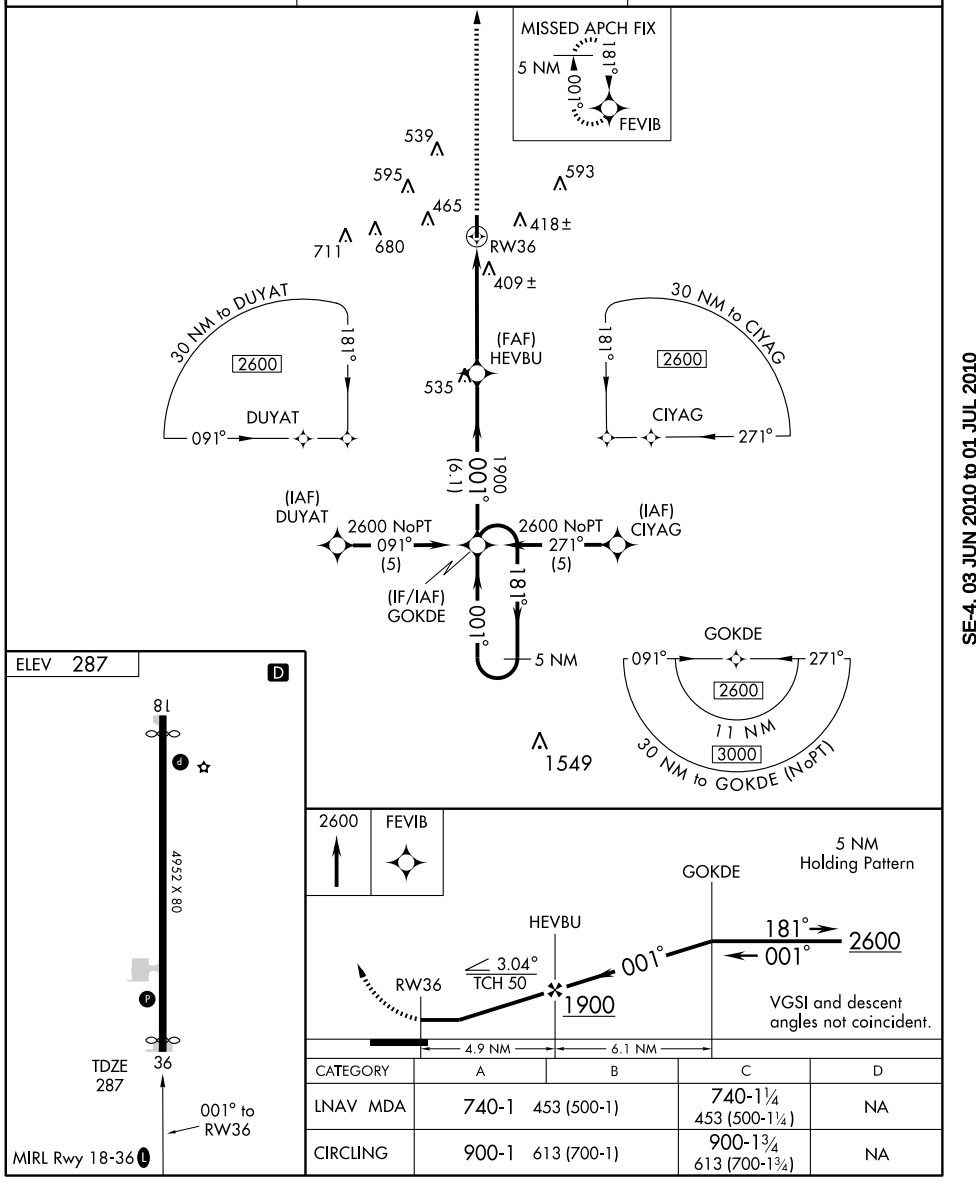
RNAV (GPS) RWY 36
ATMORE MUNI (ØR1)

T
A NA

DME/DME RNP-0.3 NA. Use Evergreen altimeter setting; if not received, use Pensacola Rgnl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2600 direct FEVIB and hold.

EVERGREEN ASOS	PENSACOLA APP CON	UNICOM
133.425	126.85 291.625	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	740-1 453 (500-1)		740-1¼ 453 (500-1¼)	NA
CIRCLING	900-1 613 (700-1)		900-1¾ 613 (700-1¾)	NA

SE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-AUO	APP CRS	Rwy Idg	5264
110.1	004°	TDZE	759
		Apt Elev	777

ILS or LOC RWY 36

AUBURN-OPELIKA ROBERT G. PITTS (AUO)

When local altimeter setting not received, use Columbus, GA altimeter setting and increase DA to 1072 feet and visibility ½ mile all Cats, increase all MDAs 120 feet and S-LOC 36 visibility Cat. C ½ mile and Cat. D ¼ mile.

MALSF

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CSG VORTAC and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF)

TUSKEGEE
117.3 TGE
Chan 120
R-235
055°
235°
ALTERNATE MISSED APCH FIX

COLUMBUS
117.1 CSG
Chan 118
R-280
100°
280°
MISSED APCH FIX

LOCALIZER 110.1
I-AUO

1243
842
1051
1069
1130
970
1385
793±
944

TUSKEGEE
117.3 TGE
Chan 120
2600
080°
(11.8)
R-080

2600
253°
(22.2)
R-253
COLUMBUS
117.1 CSG
Chan 118

(IAF)
AUBIE INT
TGE 11.8
CSG 22.2

004°
10 NM
139°
319°
184°

MSA TGE 25 NM
2900

ELEV 777

18
11
4000 X 75
0
29
5264 X 100
0.9% UP
TDZE
759
36
004° 5.6 NM from FAF
HIRL Rwy 18-36
MIRL Rwy 11-29

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

1500	3000	CSG
		117.1

AUBIE INT
Remain within 10 NM
184°
2600
004°
2600
2600
GS 3.00°
TCH 44
5.6 NM

CATEGORY	A	B	C	D
S-ILS 36	959-¾ 200 (200-¾)			
S-LOC 36	1120-¾ 361 (400-¾)			1120-1¼ 361 (400-1¼)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
110°	TDZE	775
	Apt Elev	777

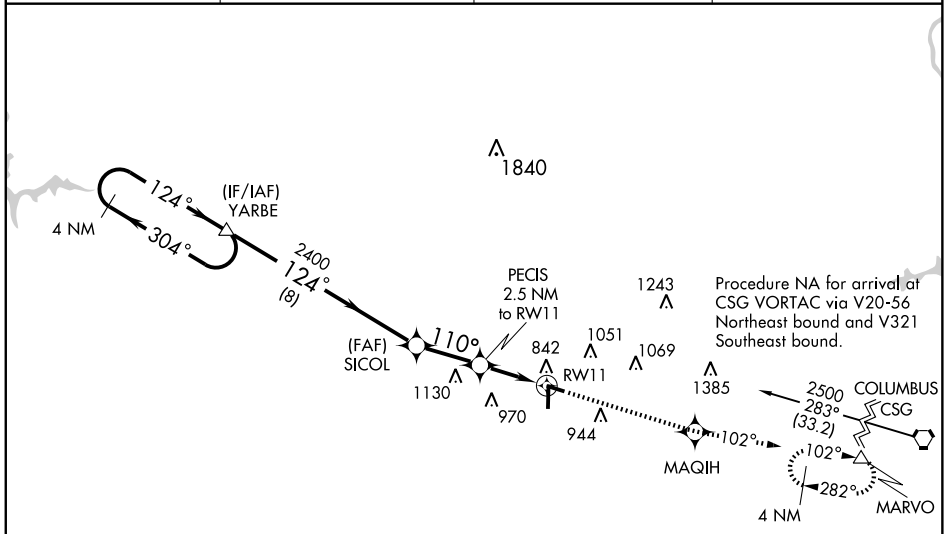
RNAV (GPS) RWY 11

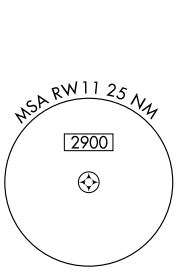
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

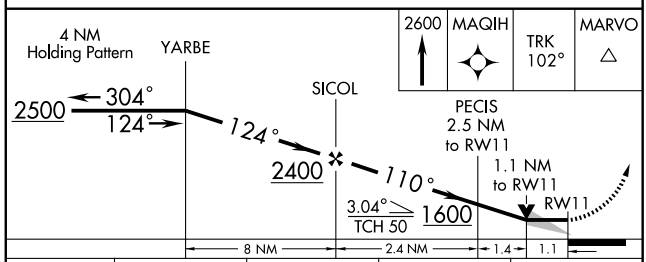
Straight-in minimums NA at night, circling to Rwy 11 and 18 NA at night.
DME/DME RNP -0.3 NA

MISSED APPROACH: Climb to 2600 direct MAQIH and via 102° track to MARVO and hold.

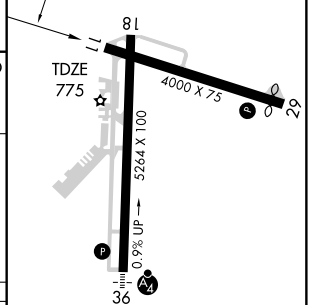
AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1 405 (500-1)		1180-1¼ 405 (500-1¼)	
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)



HIRL Rwy 18-36 L
MIRL Rwy 11-29 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5264
184°	TDZE	776
	Apt Elev	777

RNAV (GPS) RWY 18

AUBURN-OPELIKA ROBERT G. PITTS (AUO)

V NA — Straight-in/circling Rwy 18 Procedure NA at night, circling to Rwy 11 NA at night. DME/DME RNP-0.3 NA	MISSED APPROACH: Climbing right turn to 3000 direct TIMMY and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L

Procedure NA for arrival at LGC VORTAC via V66 East bound and V168 North bound.

(IAF) LAGRANGE LGC

3000 220° (18.8)

(IAF) TIMMY

3000 094° (5.7)

(IF) PACIL

052° 232° 4 NM

1840

2400 184° (6)

(FAF) SASGE

1243

1051 1069

842

1130 970 RW18 1385

944

MSA RW18 25 NM

2900

ELEV 777

184° to RW18

TDZE 776

81 11

4000 X 75

0 29

5264 X 100

0.9% UP

P

36

HIRL Rwy 18-36 L

MIRL Rwy 11-29 L

3000 TIMMY

PACIL

SASGE

3000

184°

1.2 NM to RW18

RW18

2400

3.16° TCH 50

Procedure Turn NA

1.2 3.5 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	1240-1	464 (500-1)	1240-1¼ 464 (500-1¼)	1240-1½ 464 (500-1½)
CIRCLING	1240-1	463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3703
290°	TDZE	772
	Apt Elev	777

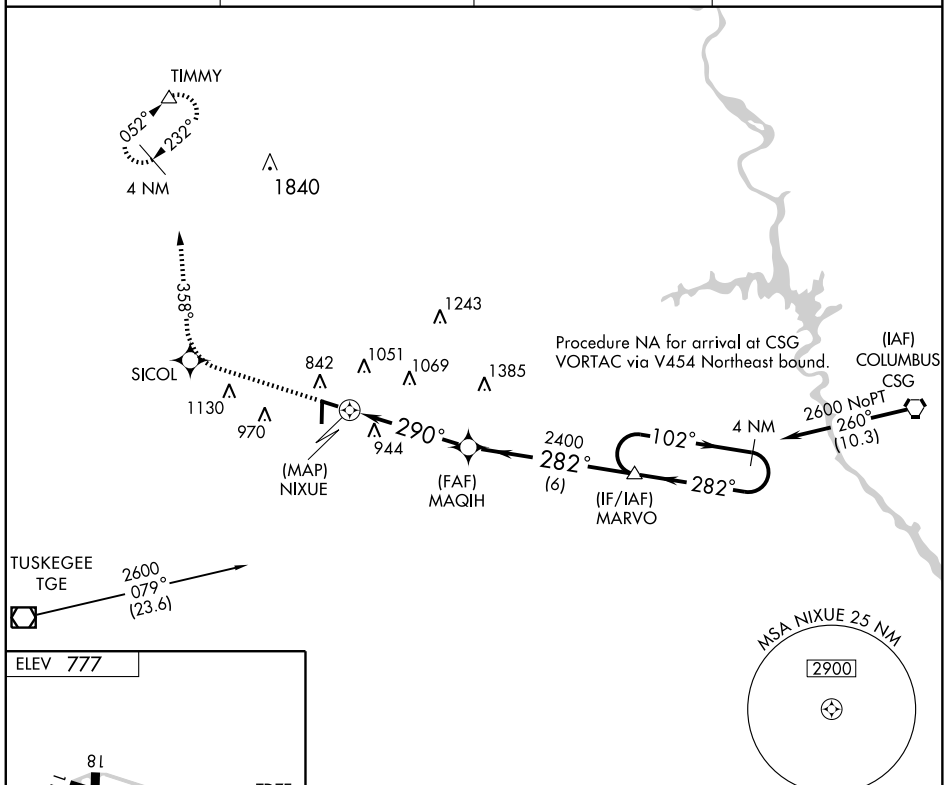
RNAV (GPS) RWY 29

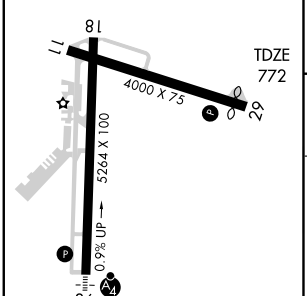
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

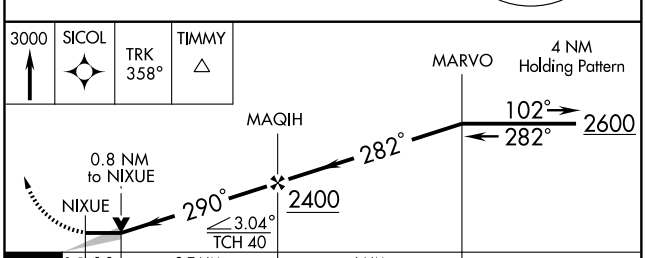
Circling to Rwy 11 and 18 NA at night.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct SICOL and via 358° track to TIMMY and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1200-1 428 (500-1)		1200-1¼ 428 (500-1¼)	1200-1½ 428 (500-1½)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

HIRL Rwy 18-36 L
MIRL Rwy 11-29 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5264
CH 58304	004°	TDZE	759
W36A		Apt Elev	777

RNAV (GPS) RWY 36

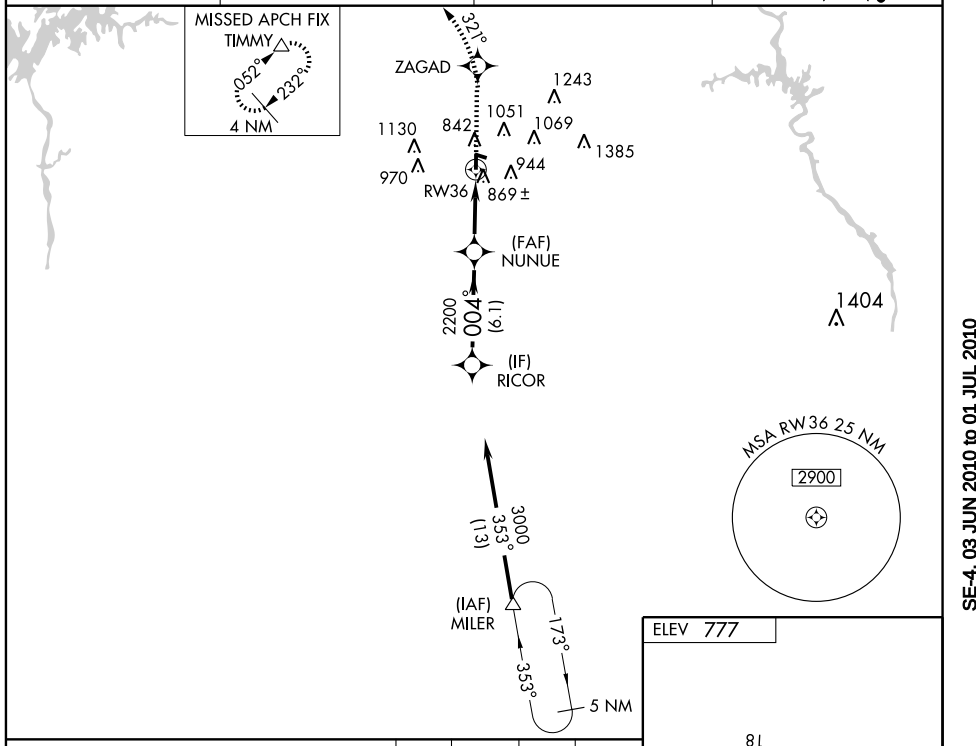
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

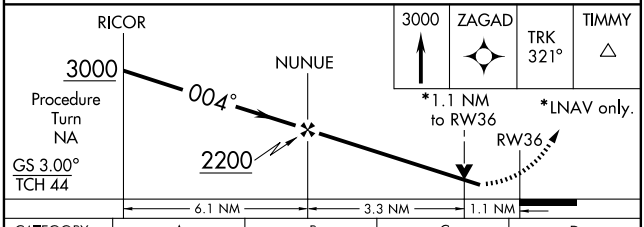
Circling to Rwy 11 and 18 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Columbus Metropolitan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Columbus Metropolitan altimeter setting. If local altimeter setting not received, use Columbus Metropolitan altimeter setting and increase LPV DA to 1122 feet, LNAV/VNAV DA to 1254 feet; increase all MDAs 120 feet.

MALSF

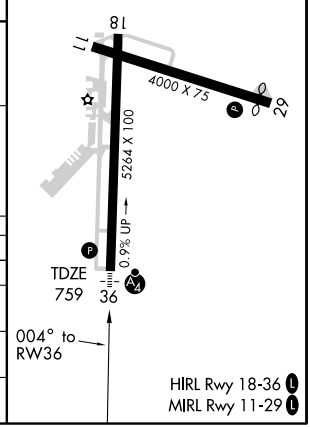
MISSED APPROACH: Climb to 3000 direct ZAGAD and via 321° track to TIMMY and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1009-1 250 (300-1)			
LNAV/VNAV DA	1141-1½ 382 (400-1½)			
LNAV MDA	1120-¾ 361 (400-¾)			1120-1¼ 361 (400-1¼)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)



SE-4, 03 JUN 2010 to 01 JUL 2010

VOR/DME TGE	APP CRS	Rwy Idg	N/A
117.3	055°	TDZE	N/A
Chan 120		Apt Elev	777

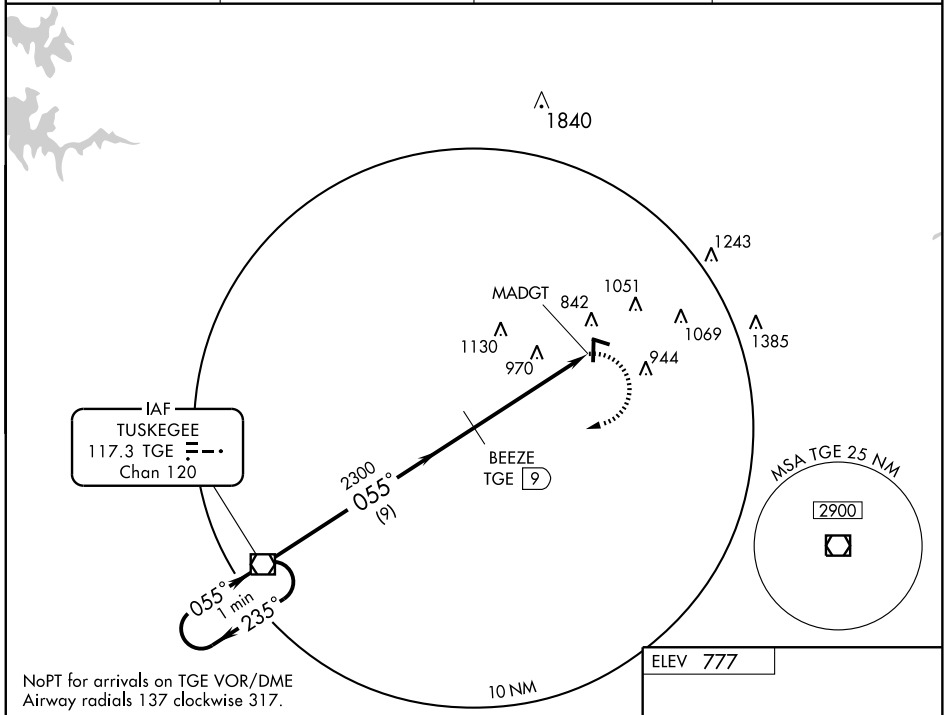
VOR/DME-A

AUBURN-OPELIKA ROBERT G. PITTS (AUO)

NA

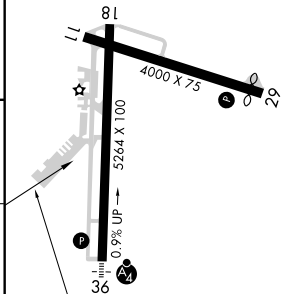
MISSED APPROACH: Climbing right turn to 2300 via TGE R-055 to TGE VOR/DME and hold.

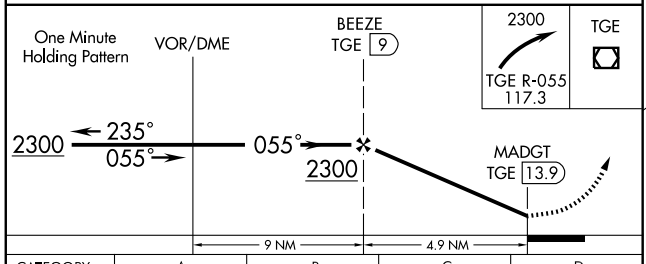
AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L



NoPT for arrivals on TGE VOR/DME
Airway radials 137 clockwise 317.

ELEV 777





CATEGORY	A	B	C	D
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

HIRL Rwy 18-36 L
MIRL Rwy 11-29 L

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC CSG 117.1 Chan 118	APP CRS 269°	Rwy Idg 3703 TDZE 772 Apt Elev 777

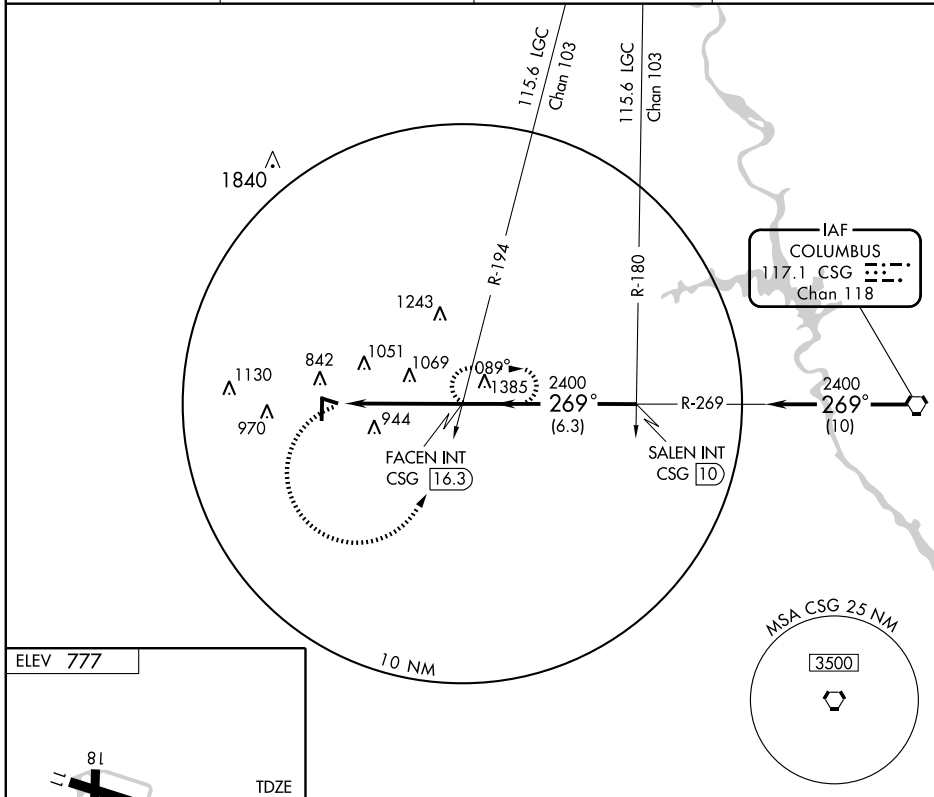
VOR RWY 29

AUBURN-OPELIKA ROBERT G. PITTS (AUO)

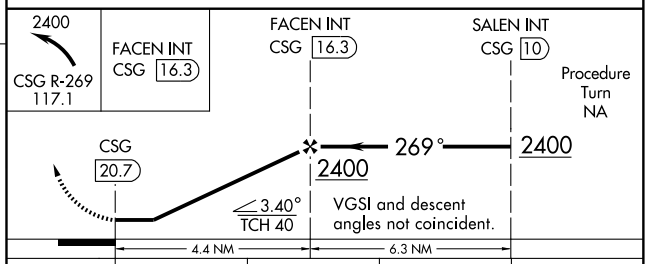
NA

MISSED APPROACH: Climbing left turn to 2400 via CSG R-269 to FACEN Int/CSG 16.3 DME and hold.

AWOS-3	ATLANTA APP CON ★	ATLANTA CLNC DEL	UNICOM
132.575	125.5 323.1	118.7	123.0 (CTAF) L







HIRL Rwy 18-36 L
MIRL Rwy 11-29 L

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-29	1320-1 548 (600-1)	1320-1¼ 548 (600-1¼)	1320-1½ 548 (600-1½)	1320-1¾ 548 (600-1¾)
CIRCLING	1320-1 543 (600-1)	1320-1¼ 543 (600-1¼)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5497
086°	TDZE	239
	Apt Elev	248

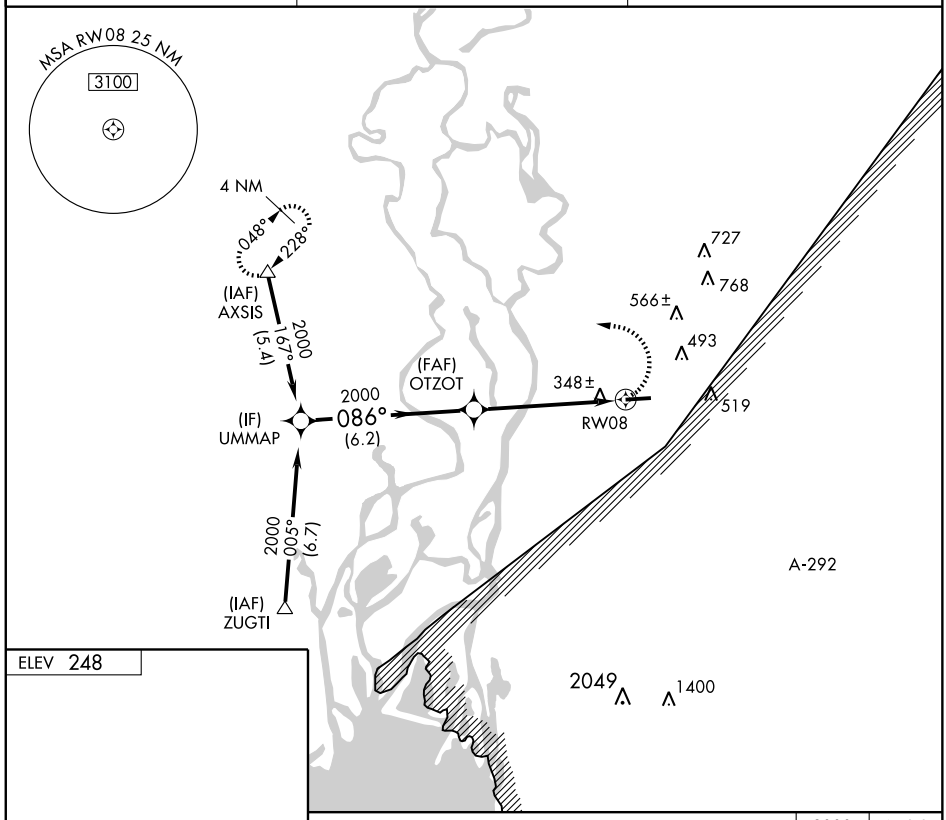
RNAV (GPS) RWY 8

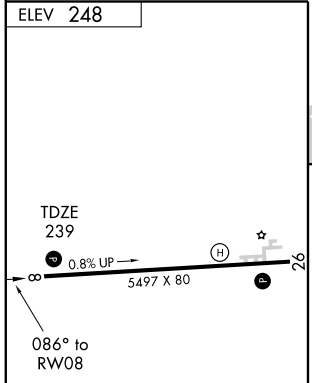
BAY MINETTE MUNI (1R8)

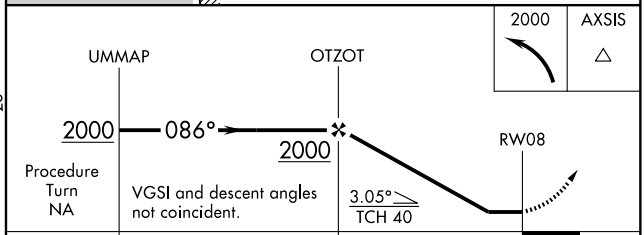
Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 direct AXSIS and hold.

MOBILE RGNL ATIS	MOBILE APP CON ★	UNICOM
124.75	118.5 269.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	660-1	421 (500-1)	660-1¼ 421 (500-1¼)	NA
CIRCLING	740-1	492 (500-1)	740-1½ 492 (500-1½)	NA

REIL Rwy 8
MIRL Rwy 8-26 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5497
266°	TDZE	248
	Apt Elev	248

RNAV (GPS) RWY 26

BAY MINETTE MUNI (1R8)

Straight-in minimums NA at night. Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct NINCI then via 294° track to AXSIS and hold.

MOBILE RGNL ATIS	MOBILE APP CON ★	UNICOM
124.75	118.5 269.3	122.8 (CTAF) L

Procedure NA for arrivals at AXSIS via V20 Southwest bound.

4 NM
048°
228°
AXSIS
2000 to RERME
098°
(25.4)
294°
NINCI
RW26
519
(FAF)
LAVKE
2000
266°
(6.2)
STETS
727
768
566±
493
2000
131°
(10.3)
A-292
5 NM
086°
266°
2000
NoPT
288°
(17.1)
(IF/IAF)
RERME
(IAF)
PENSI
2000
034°
(8.2)
BRATT
2049
1400
2049
2000
MSA RW26 25 NM
3100

ELEV 248

TDZE
248
0.8% UP
5497 X 80
8
26
266° to
RW26

2000	NINCI	294° tr	AXSIS

5 NM
Holding Pattern
LAVKE
RERME
2000
266°
086°
266°
2000
RW26
3.05°
TCH 40
VGSI and descent angles not coincident.
5.3 NM
6.2 NM

CATEGORY	A	B	C	D
LNAV MDA	880-1	632 (700-1)	880-1¾ 632 (700-1¾)	NA
CIRCLING	880-1	632 (700-1)	880-1¾ 632 (700-1¾)	NA

REIL Rwy 8
MIRL Rwy 8-26 L

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC SJI	APP CRS	Rwy Idg	5497
115.3	067°	TDZE	239
Chan 100		Apt Elev	248

VOR RWY 8

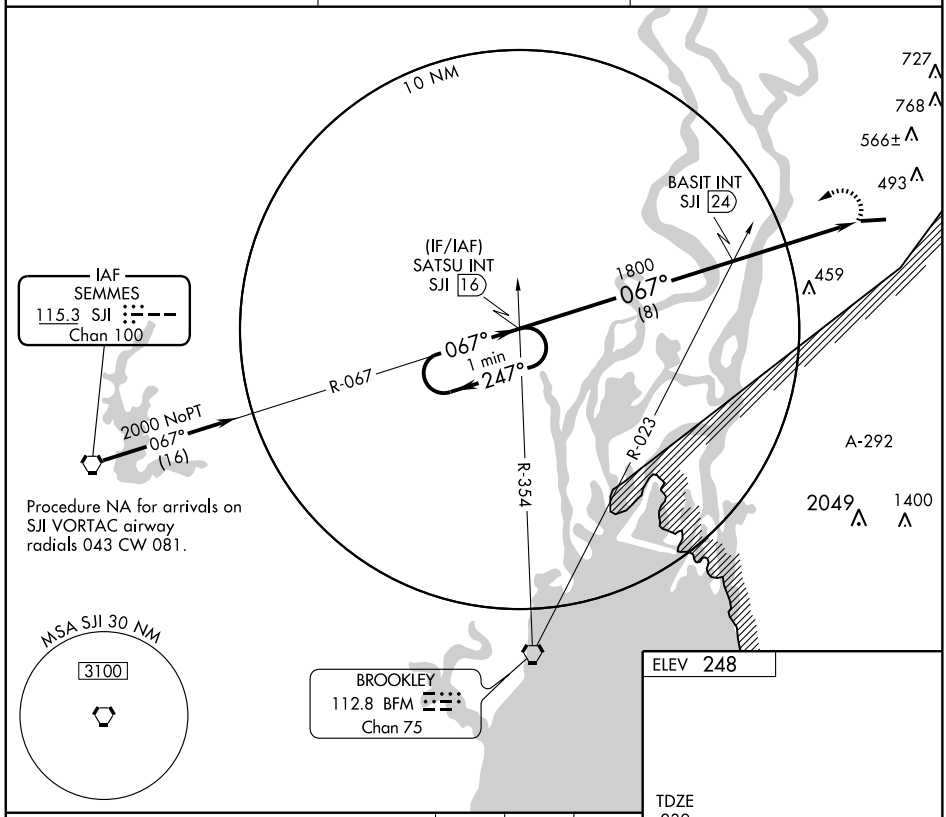
BAY MINETTE MUNI (1R8)

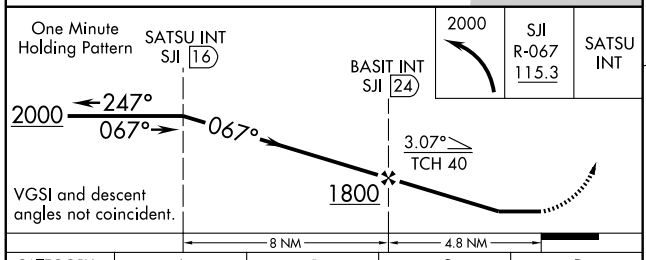
Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA.

NA

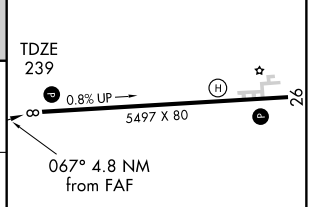
MISSED APPROACH: Climbing left turn to 2000 via SJI VORTAC R-067 to SATSU Int/16 DME and hold.

MOBILE RGNL ATIS	MOBILE APP CON ★	UNICOM
124.75	118.5 269.3	122.8 (CTAF) L





2000	SJI R-067 115.3	SATSU INT



CATEGORY	A	B	C	D
S-8	820-1 581 (600-1)	820-1¼ 581 (600-1¼)	820-1½ 581 (600-1½)	NA
CIRCLING	820-1 572 (600-1)	820-1¼ 572 (600-1¼)	820-1½ 572 (600-1½)	NA

REIL Rwy 8
MIRL Rwy 8-26 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6007
230°	TDZE	700
	Apt Elev	700

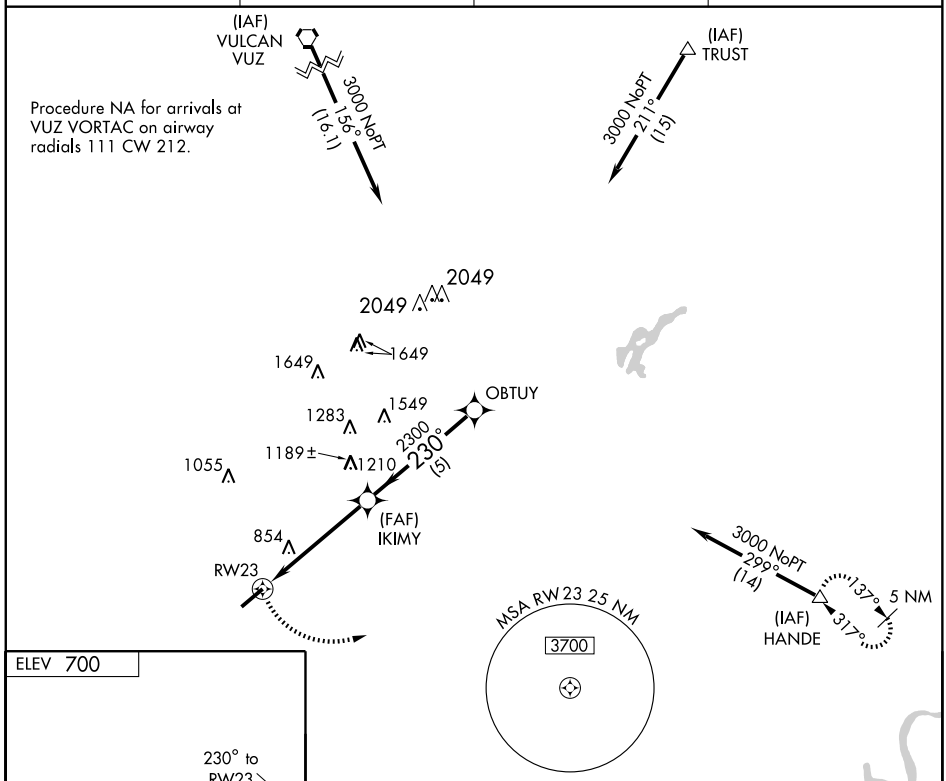
GPS RWY 23
BESSEMER (EKY)

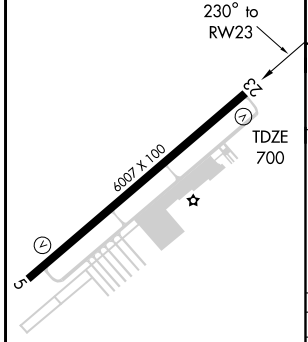
⚠ NA — When local altimeter setting not received, use Alabaster altimeter setting and increase all MDA 60 feet and visibility Cat. C ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3800 direct HANDE and hold.

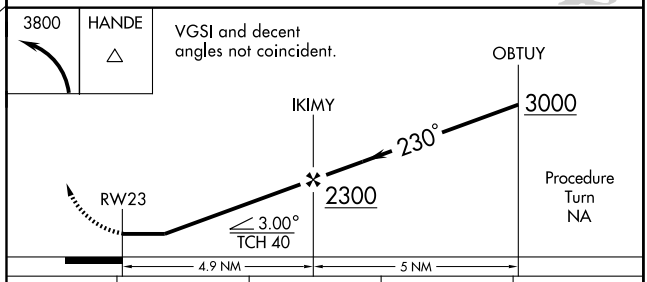
AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75	123.0 (CTAF) L

Procedure NA for arrivals at VUZ VORTAC on airway radials 111 CW 212.





MIRL Rwy 5-23 L
REIL Rwys 5 and 23



CATEGORY	A	B	C	D
S-23	1260-1	560 (600-1)	1260-1½ 560 (600-1½)	NA
CIRCLING	1260-1	560 (600-1)	1260-1½ 560 (600-1½)	NA

SE-4, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-EKY	APP CRS	Rwy Idg	6007
111.75	050°	TDZE	700
Chan 54 (Y)		Apt Elev	700

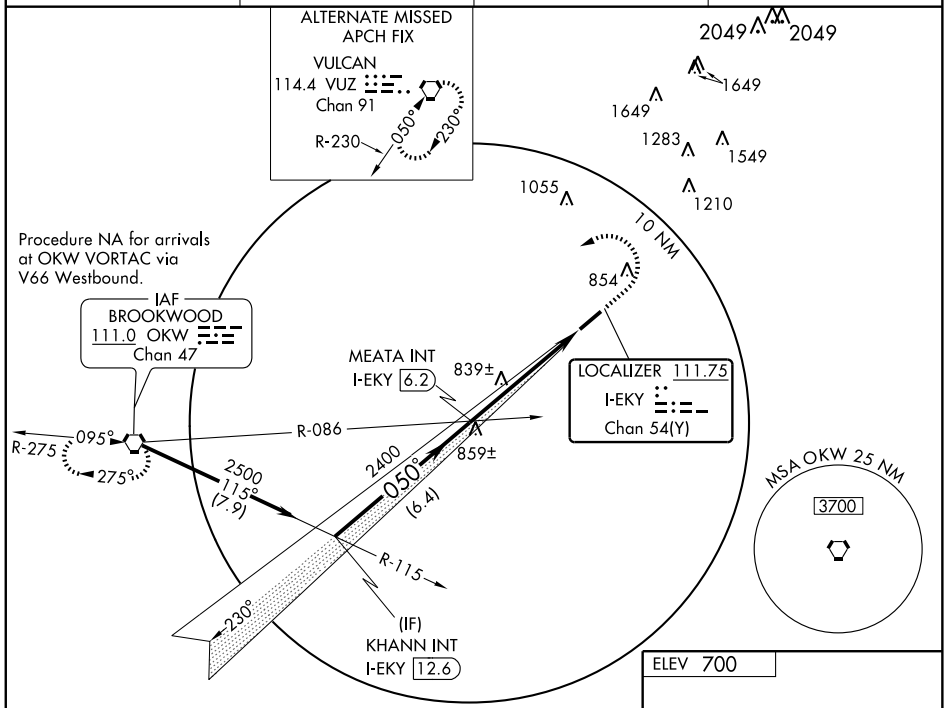
ILS or LOC RWY 5

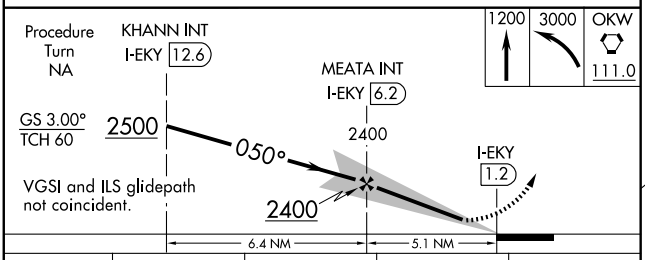
BESSEMER (EKY)

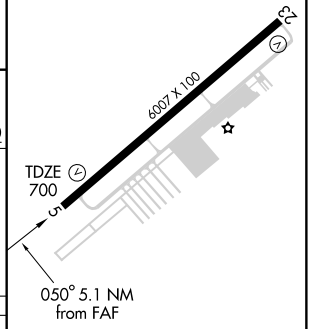
NA When local altimeter setting not received, use Alabaster altimeter setting and increase DA to 941 feet. Increase all MDA 60 feet and S-LOC 5 visibility Cat. C and D ¼ mile.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct OKW VORTAC and hold.

AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75	123.0 (CTAF) L







MIRL Rwy 5-23 L
REIL Rwys 5 and 23

CATEGORY	A	B	C	D
S-ILS 5	900-¾ 200 (200-¾)			
S-LOC 5	1100-1 400 (400-1)			1100-1¼ 400 (400-1¼)
CIRCLING	1200-1 500 (500-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6007
Chan 65999	050°	TDZE	700
W05A		Apt Elev	700

RNAV (GPS) RWY 5

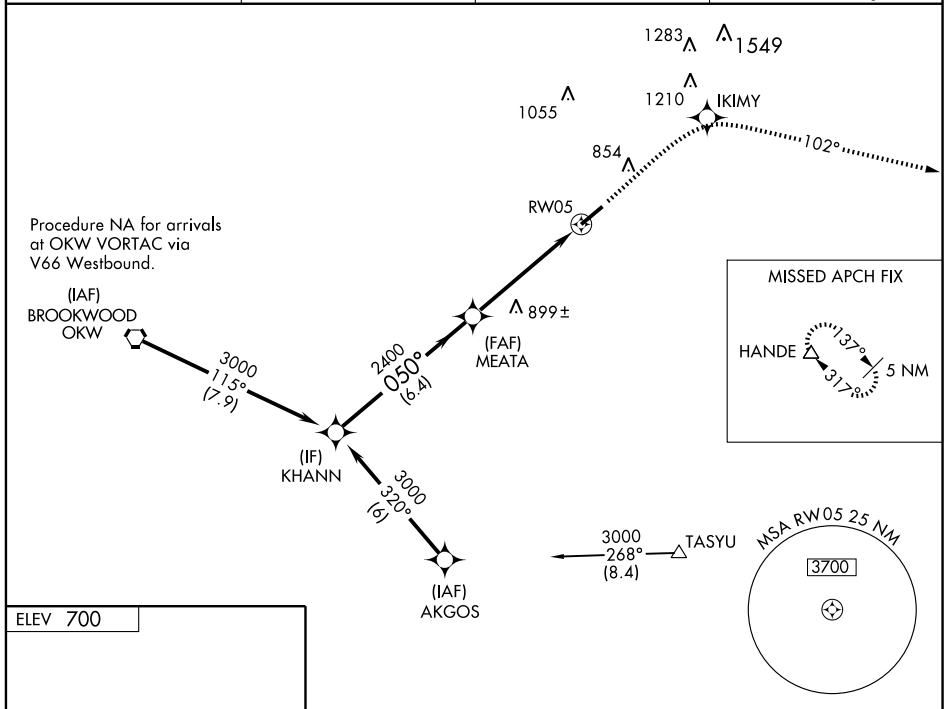
BESSEMER (EKY)

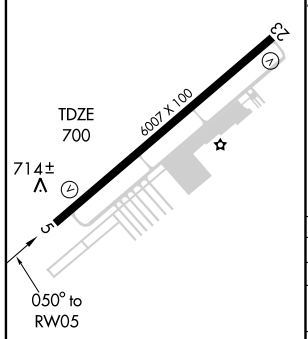
Baro-VNAV NA when using Alabaster altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alabaster altimeter setting and increase LPV DA to 991 feet and all visibilities ¼ mile; LNAV/VNAV DA to 1260 feet and all visibilities ¼ mile; increase all MDA 60 feet and LNAV visibility Cats. C and D ¼ mile.

NA

MISSED APPROACH: Climb to 4000 direct IKIMY and via 102° track to HANDE and hold.

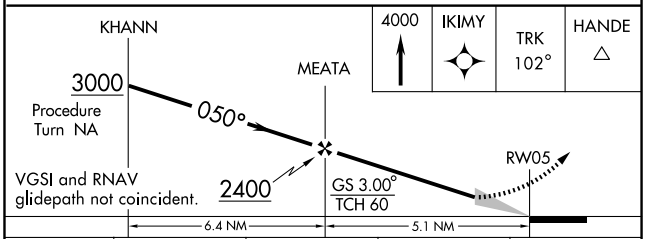
AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75 △1649	123.0 (CTAF)





MIRL Rwy 5-23

REIL Rwys 5 and 23



CATEGORY	A	B	C	D
LPV DA	950-¾	250 (300-¾)		
LNAV/VNAV DA	1219-1¾	519 (600-1¾)		
LNAV MDA	1160-1	460 (500-1)	1160-1¼ 460 (500-1¼)	1160-1½ 460 (500-1½)
CIRCLING	1200-1	500 (500-1)	1220-1½ 520 (600-1½)	1260-2 560 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

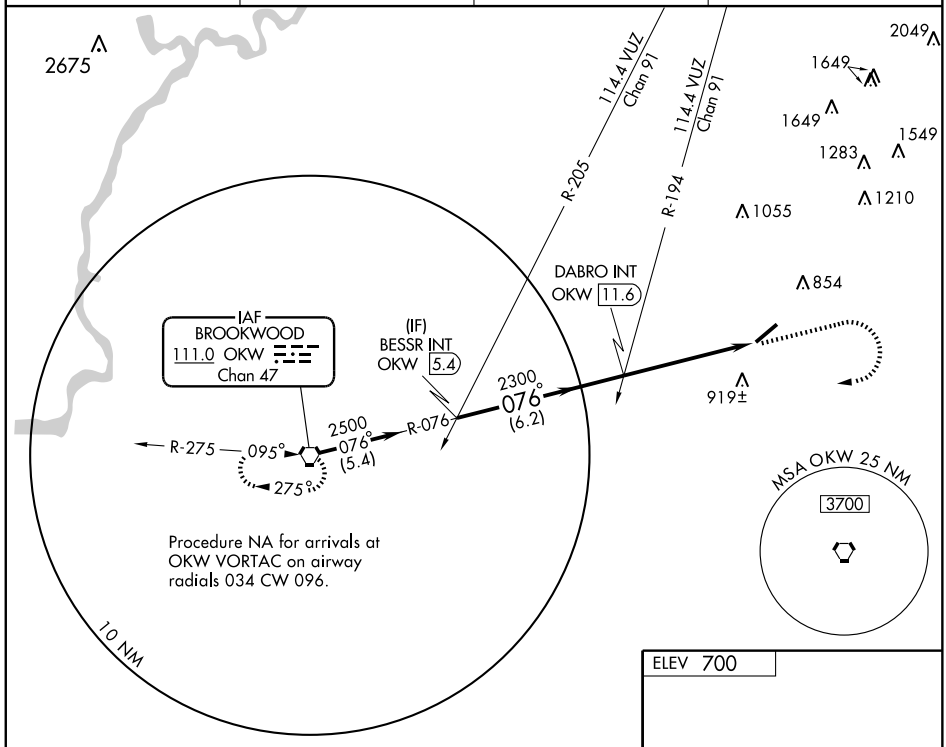
VORTAC OKW	APP CRS	Rwy Idg	6007
111.0	076°	TDZE	700
Chan 47		Apt Elev	700

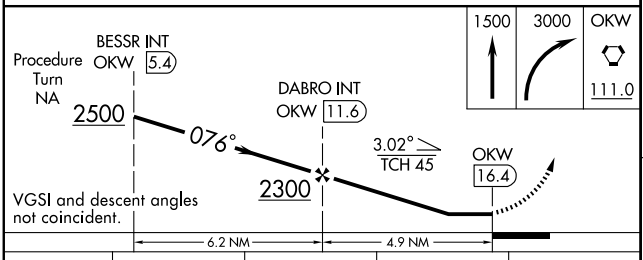
VOR RWY 5
BESSEMER (EKY)

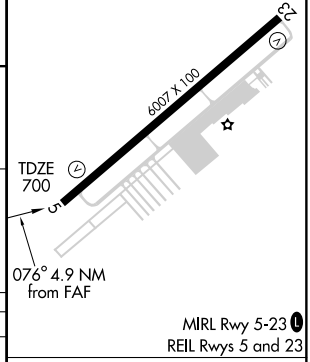
T A NA — Inoperative table does not apply. If local altimeter setting not received, use Alabaster altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OKW VORTAC and hold.

AWOS-3	BIRMINGHAM APP CON	CLNC DEL	UNICOM
118.825	124.9	123.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1180-1 480 (500-1)		1180-1¼ 480 (500-1¼)	1180-1½ 480 (500-1½)
CIRCLING	1200-1 500 (500-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

FAF to MAP 4.9 NM

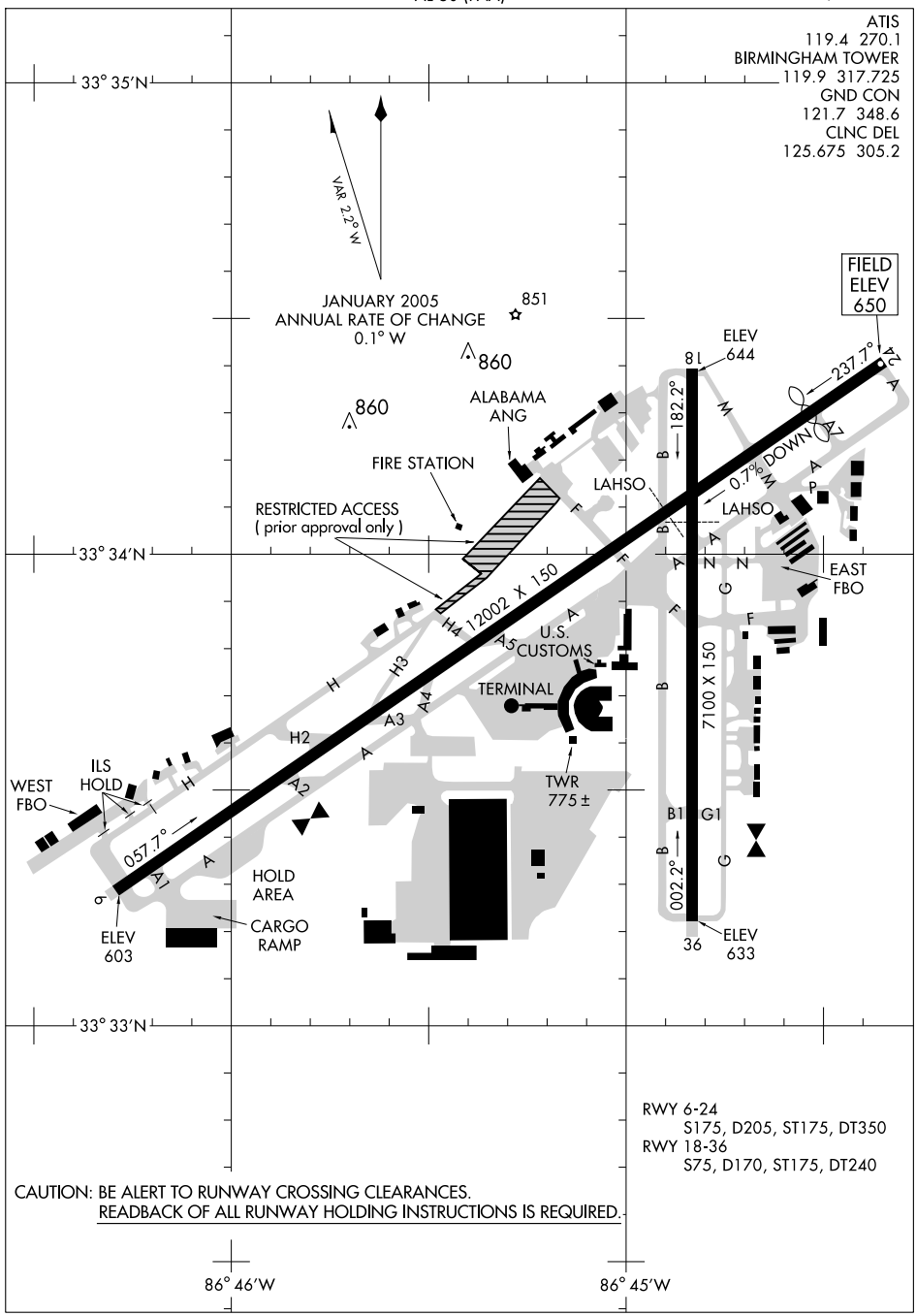
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 03 JUN 2010 to 01 JUL 2010

10098

AIRPORT DIAGRAM

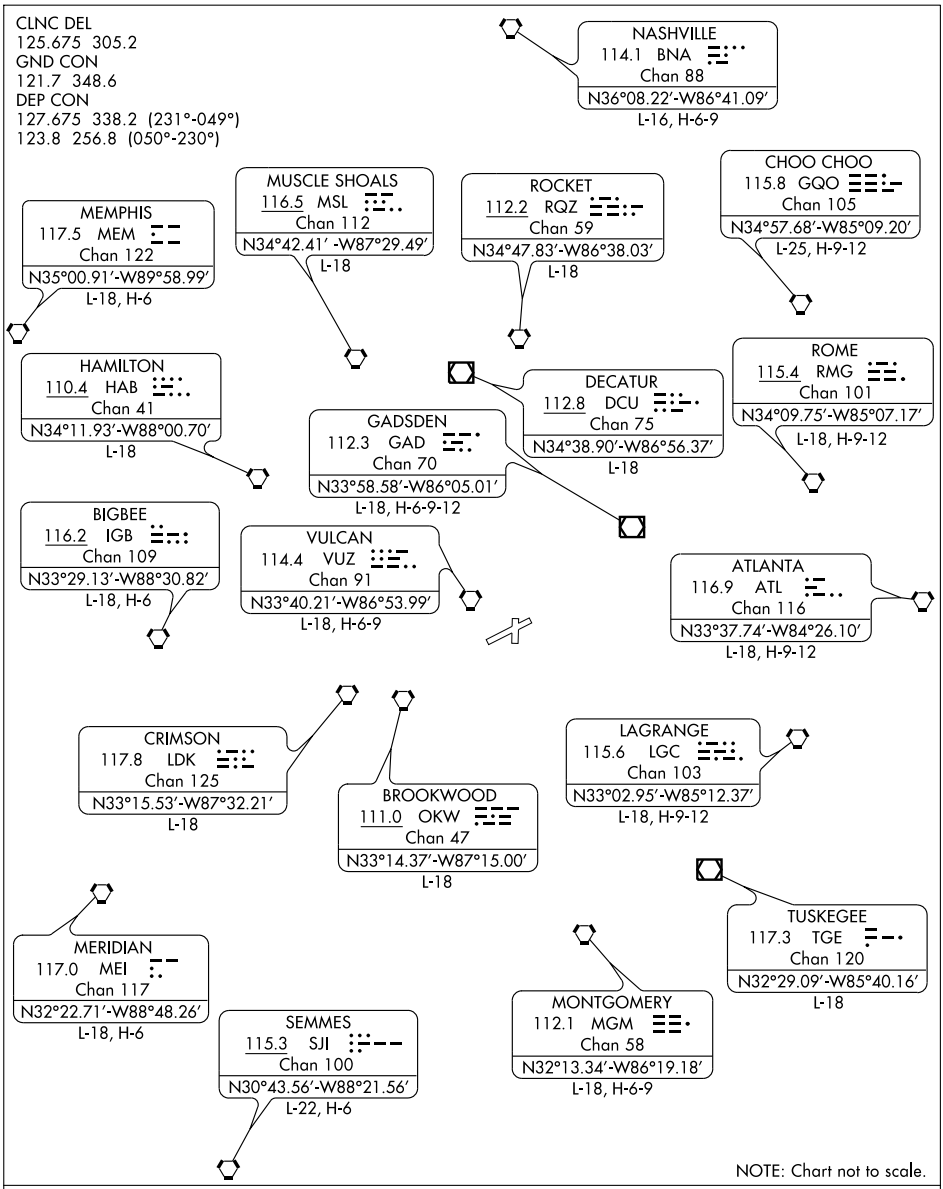
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)
BIRMINGHAM, ALABAMA
AL-50 (FAA)



SE-4, 03 JUN 2010 to 01 JUL 2010

BIRMINGHAM THREE DEPARTURE

SL-50 (FAA) BIRMINGHAM, ALABAMA



DEPARTURE ROUTE DESCRIPTION

Maintain runway heading for departure vectors. Expect radar vectors to join filed route. Maintain 5000' or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

SE-4, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-ROE	APP CRS	Rwy Idg	10802
109.5	238°	TDZE	650
Chan 32		Apt Elev	650

ILS or LOC/DME RWY 24

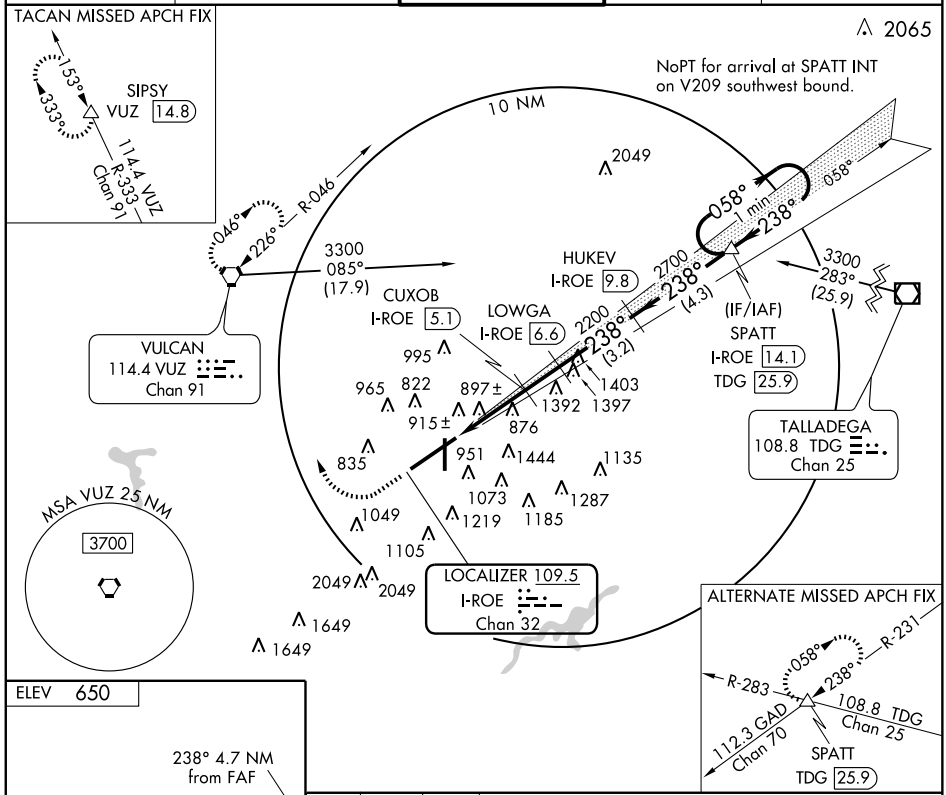
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

For inoperative MALSR, increase S-ILS 24 Cat E visibility to RVR 5000 and S-LOC 24 Cats A and B visibility to RVR 5000, and S-LOC 24 Cat E visibility to 1¾. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct VUZ VORTAC and hold (TACAN aircraft continue via VUZ VORTAC R-333 to SIPSY/ VUZ 14.8 DME and hold NW, RT, 153 inbound.)

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2



CATEGORY	A	B	C	D	E
S-ILS 24	942/40 292 (300-¾)				
S-LOC 24	1160/40 510 (600-¾)		1160/50 510 (600-1)		1160/60 510 (600-1¼)

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

SE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-BHM	APP CRS	Rwy Idg	12002
110.3	058°	TDZE	606
		Apt Elev	650

ILS or LOC RWY 6

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

For inoperative ALSF, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cat E visibility to 1¾. Cat E procedure turn NA.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2

(IAF) NEGEE VUZ 16

MSA BH 25 NM 3700

R-298

LOCALIZER 110.3 I-BHM

ALTERNATE MISSED APCH FIX 112.3 GAD R-231 Chan 70 051° 231° 108.8 TDG R-283 Chan 25 SPATT GAD 28.8

046° 226°

VULCAN 114.4 VUZ Chan 91

3100 (9) 162°

R-198 R-182 R-162 LR-205

995 1403 965 822 915± 1392 876 835 IM 951 1444 1135 MM 1073 1287 839± 1219 1049 1185 1105

3000 NoPT VUZ 16 Arc

CEMPO INT 2200 058° (4.3) 2049 2049

LOM/IAF MCDEN 224 BH MCDEN INT

283° 103° 2600 058° (5.5) 1649 1649 1549

IAF BROOKWOOD 111.0 OKW Chan 47

I-BHM 238°

R-049

3000 NoPT 049° (16.3)

(IF) GUFLO INT VUZ 16

10 NM

Procedure NA for arrivals at OKW VORTAC via V66 westbound.

ELEV 650

851 860 81 0.7% DOWN 24 TDZE 606 12002 X 150 7100 X 150 775± 747± 36

058° 4.5 NM from FAF

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

Remain within 10 NM

MCDEN LOM/INT 3100

238° 2700 058° 2121 2200

GS 3.00° TCH 53

MM IM

4.1 NM 0.3 0.1

2000	3000	VUZ

VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D	E
S-ILS 6	806/18 200 (200-½)				
S-LOC 6	1120/24 514 (500-½)		1120/50 514 (500-1)	1120/60 514 (500-1¼)	

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-BHM	APP CRS	Rwy Idg	12002
110.3	058°	TDZE	606
		Apt Elev	650

ILS RWY 6 (CAT II)

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2

(IAF) NEGEE VUZ 16

MSA BH 25 NM 3700

R-298

LOCALIZER 110.3 I-BHM

ALTERNATE MISSED APCH FIX 112.3 GAD R-231 Chan 70 051° 231° 108.8 TDG R-283 Chan 25 SPATT GAD 28.8

046° 226°

VULCAN 114.4 VUZ Chan 91

3100 (6.9) 162°

R-198 R-182 R-162 LR-205

995 1403 965 822 915± 1392 876 835 IM 951 1444 1135 MM 1073 1287 839± 1049 1219 1185 1105

3000 NoPT VUZ 16 Arc

CEMPO INT 2200 058° (4.3) 283° 103° 2049 2049 1649 2600 058° (5.5) 1649 1549

LOM/IAF MCDEN 224 BH MCDEN INT

IAF BROOKWOOD 111.0 OKW Chan 47

I-BHM 238°

R-049

3000 NoPT 049° (16.3)

(IF) GUFLO INT VUZ 16

10 NM

Procedure NA for arrivals at OKW VORTAC via V66 westbound.

ELEV 650

851 860 81 0.7% DOWN 24 TDZE 606 12002 X 150 7100 X 150 775± 747± 36

Remain within 10 NM

MCDEN LOM/INT 3100

238° 058°

2700 2200 2121

VGSI and ILS glidepath not coincident.

2000	3000	VUZ

MM DH RA 118 IM 606 MSL

GS 3.00° TCH 53

4.1 NM 1665′ 939′ 1018′

CATEGORY	A	B	C	D
S-ILS 6	RA 118/12	100	DA 706	

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

SE-4, 03 JUN 2010 to 01 JUL 2010

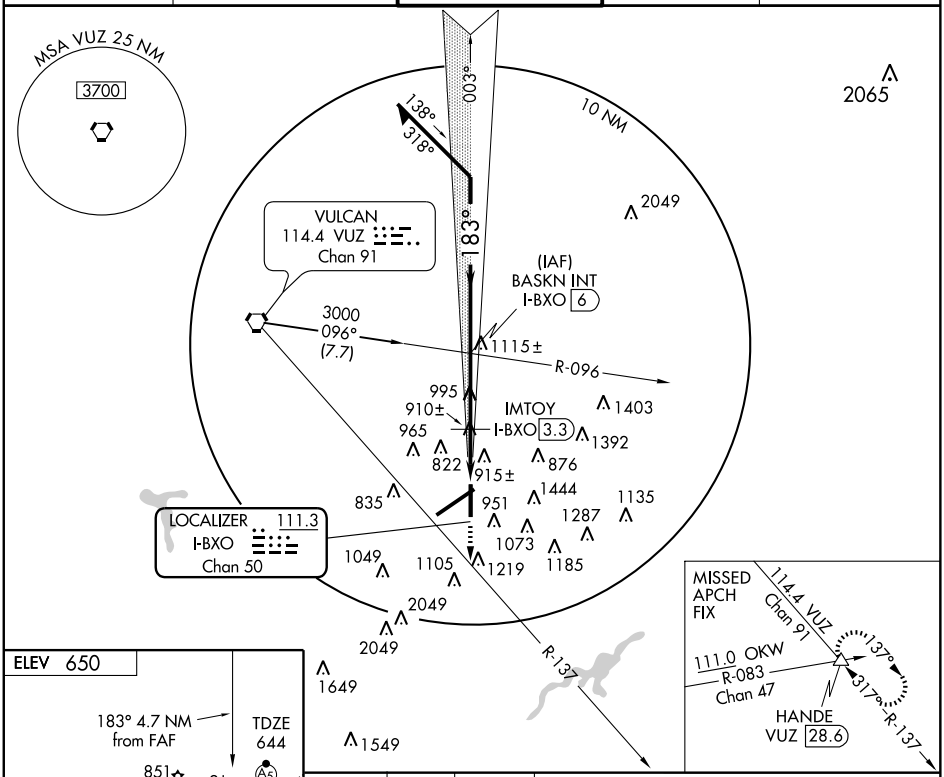
LOC/DME I-BXO	APP CRS	Rwy Idg	7100
111.3	183°	TDZE	650
Chan 50		Apt Elev	644

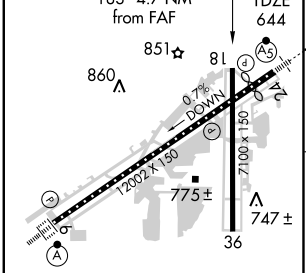
LOC RWY 18

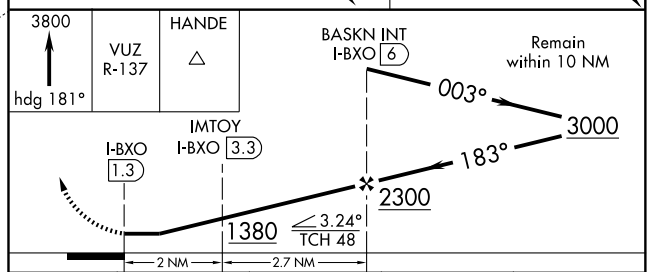
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

MISSED APPROACH: Climb to 3800 via heading 181° and VUZ R-137 to HANDE INT/VUZ 28.6 DME and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2







REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-18	1380-1 736 (800-1)		1380-2 736 (800-2)	1380-2¼ 736 (800-2¼)
IMTOY FIX MINIMUMS				
S-18	1200-1 556 (600-1)		1200-1½ 556 (600-1½)	1200-1¾ 556 (600-1¾)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 82014 W06A	APP CRS 058°	Rwy ldg 12002 TDZE 606 Apt Elev 650

RNAV (GPS) RWY 6

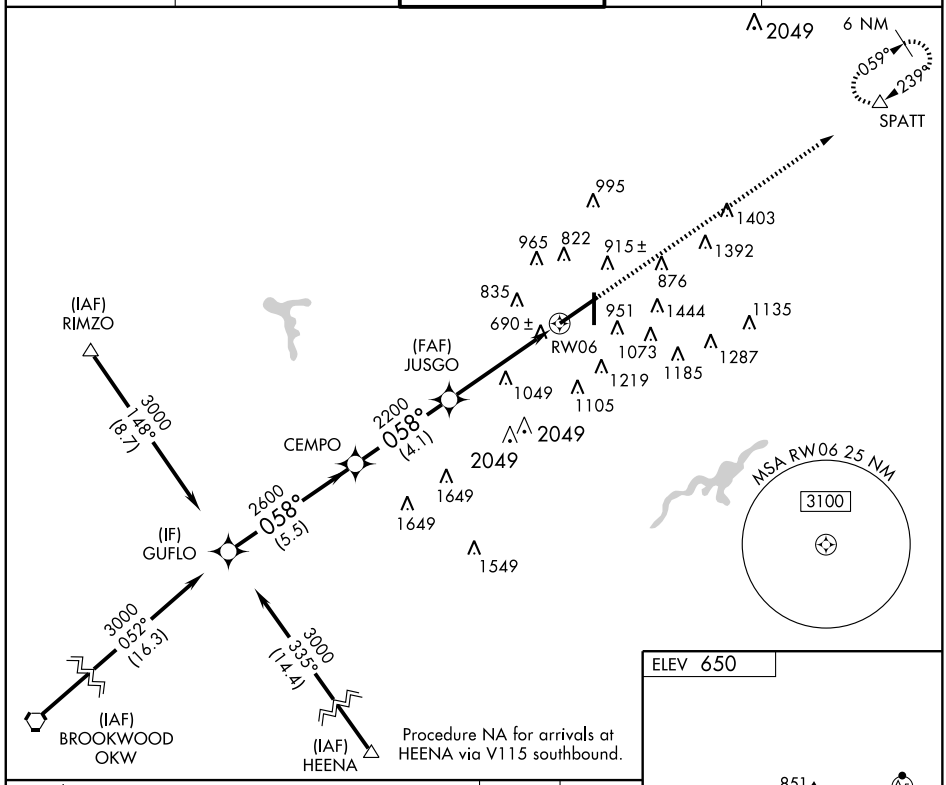
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

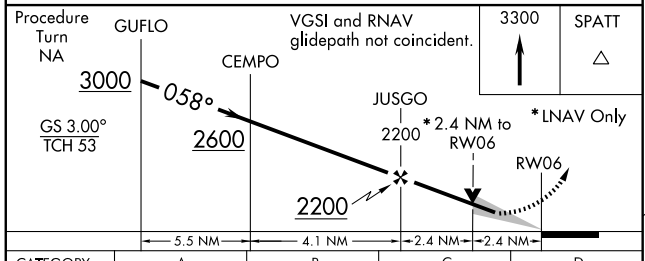
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

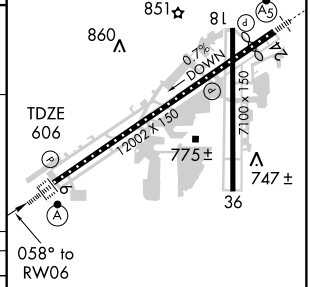
ALSF-2

MISSED APPROACH: Climb to 3300 direct SPATT and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2







CATEGORY	A	B	C	D
LPV DA		806/24	200 (200-½)	
LNAV/VNAV DA		1120/60	514 (500-1¼)	
LNAV MDA	1440/24 834 (800-½)	1440/40 834 (800-¾)	1440-2 834 (800-2)	1440-2¼ 834 (800-2¼)

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7100
183°	TDZE	644
	Apt Elev	650

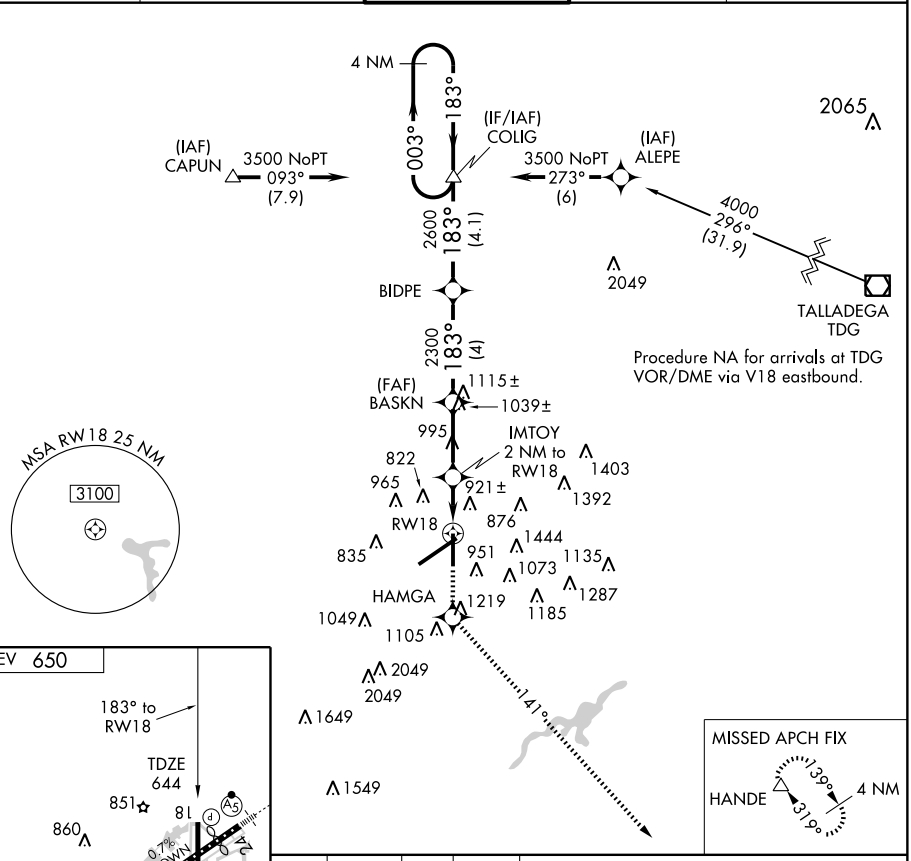
RNAV (GPS) RWY 18

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3800 direct HAMGA and via track 141° to HANDE and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2



REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

CATEGORY	A	B	C	D
LNAV MDA	1200-1 556 (600-1)		1200-1½ 556 (600-1½)	1200-1¾ 556 (600-1¾)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	10802
CH 53605	239°	TDZE	650
W24A		Apt Elev	650

RNAV (GPS) RWY 24

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
For inoperative MALSR increase LPV all Cats visibility to 1¼, LNAV Cat A/B visibility to 1 and Cat E visibility to 2¼.

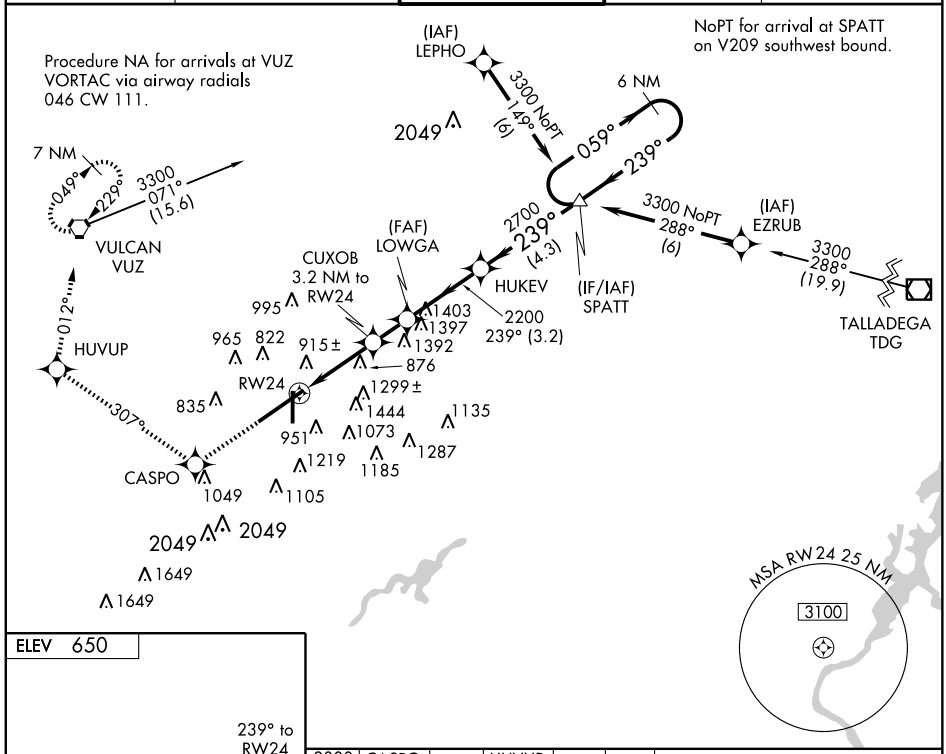
MALSR

MISSED APPROACH: Climb to 3000 direct CASPO and via track 307° to HUVUP then via track 012° to VUZ VORTAC and hold.

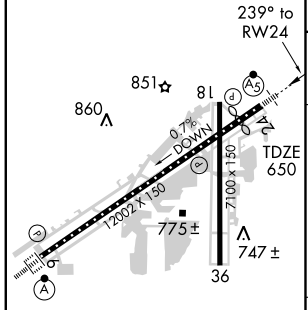
ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2

Procedure NA for arrivals at VUZ VORTAC via airway radials 046 CW 111.

NoPT for arrival at SPATT on V209 southwest bound.



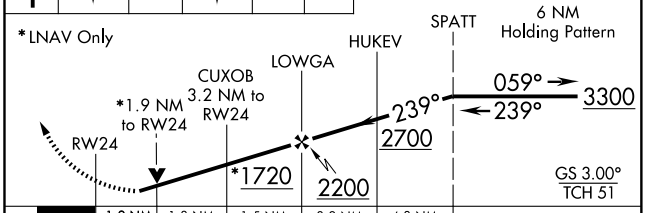
ELEV 650



REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

3000	CASPO	trk 307°	HUVUP	trk 012°	VUZ

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D	E
LPV DA	971/40 321 (400-¾)				
LNAV MDA	1320/40 670 (700-¾)	1320/60 670 (700-1¼)	1320-1½ 670 (700-1½)	1320-1¾ 670 (700-1¾)	

SE-4, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 36

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

APP CRS	Rwy ldg	7100
003°	TDZE	633
	Apt Elev	650

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct BASKN and via track 281° to VUZ VORTAC and hold.

ATIS	BIRMINGHAM APP CON	BIRMINGHAM TOWER	GND CON	CLNC DEL
119.4 270.1	123.8 256.8	119.9 317.725	121.7 348.6	125.675 305.2

MISSED APCH FIX
4 NM
049°
229°
VULCAN
VUZ

281°
BASKN
995
1403
822
965
915 ±
1392
876
835
951
1444
1135
RW36
1073
1287
1049
1105
1219
1185
2049
2049
(FAF)
BERFY
1649
1239 ±
1649
2300
003°
(4)
1549
IMOBY
2800
003°
(6.8)

MSA RW36 25 NM
3100

Procedure NA for arrivals at TDG VOR/DME via V18 eastbound.

TALLADEGA
TDG
4000
240°
(28.8)
3000 NoPT
266°
(11.3)
(IAF)
HANDE

Procedure NA for arrivals on OKW VORTAC airway radials 034 CW 096.

BROOKWOOD
OKW
3000
086°
(19)
3000 NoPT
086°
(6.6)
(IAF)
JAPAM
(IF/IAF)
GOTBY
183°
003°
4 NM

Procedure NA for arrivals at HANDE via V159-521 southeast bound.

ELEV 650
851
860
18
0.7%
DOWN
12002 X 150
7100 X 150
775 ±
747 ±
36
TDZE
633
003° to
RW36

REIL Rwy 18-36
TDZ/CL Rwy 6
HIRL Rwy 6-24
MIRL Rwy 18-36

3000	BASKN	trk 281°	VUZ

GOTBY
4 NM
Holding Pattern
IMOBY
BERFY
183°
003°
3000
003°
2800
RW36
2300
3.04°
TCH 55
5 NM
4 NM
6.8 NM

CATEGORY	A	B	C	D
LNAV MDA	1480-1 847 (900-1)	1480-1¼ 847 (900-1¼)	1480-2½ 847 (900-2½)	1480-2¾ 847 (900-2¾)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5136
064°	TDZE	83
	Apt Elev	99

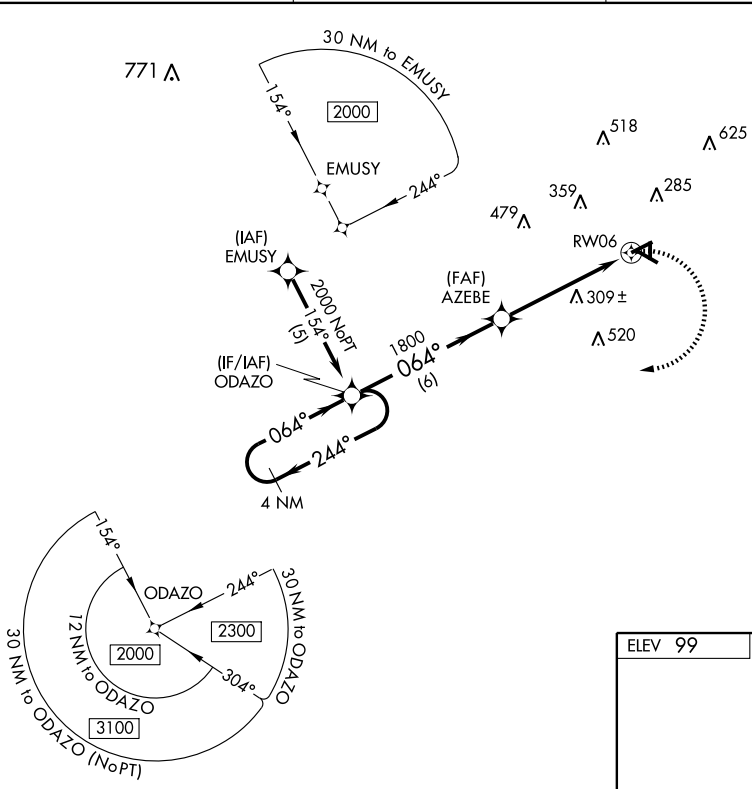
RNAV (GPS) RWY 6

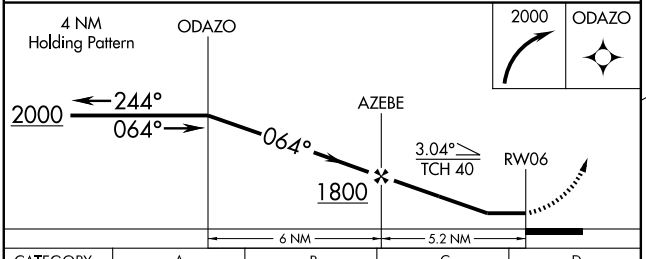
BREWTON MUNI (12J)

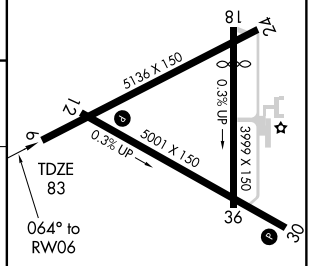
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct ODAZO and hold

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.325	120.2 346.4	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	560-1	477 (500-1)	560-1¼ 477 (500-1¼)	560-1½ 477 (500-1½)
CIRCLING	660-1	561 (600-1)	660-1½ 561 (600-1½)	700-2 601 (700-2)

MIRL Rwy 12-30 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 53416 W12A	APP CRS 121°	Rwy Idg 5001 TDZE 91 Apt Elev 99

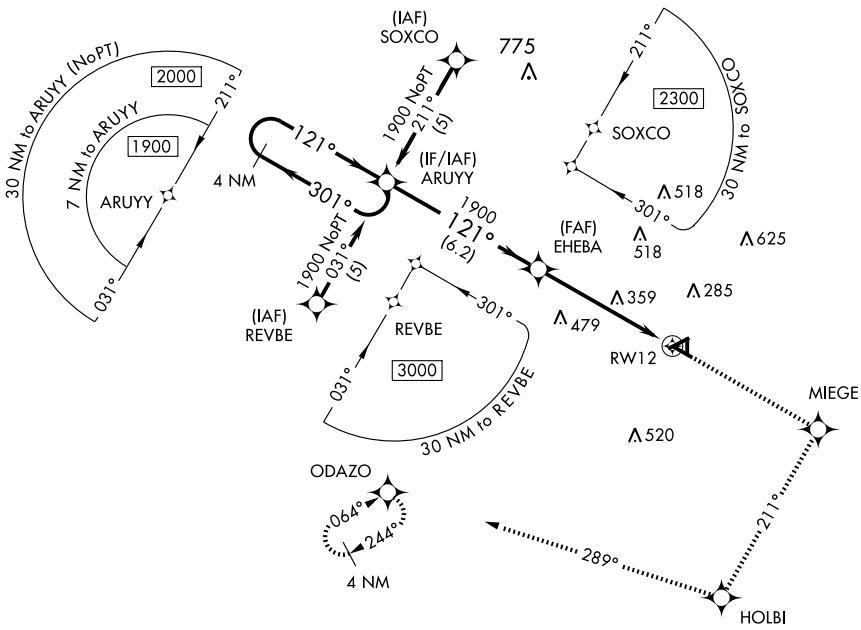
RNAV (GPS) RWY 12
BREWTON MUNI (12J)

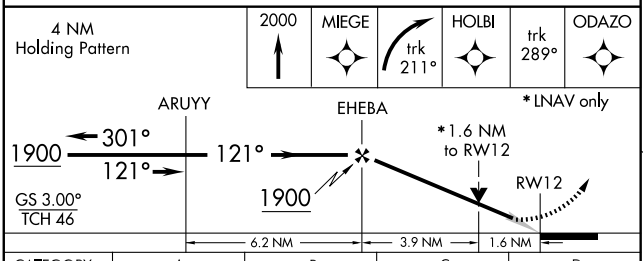
Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pensacola altimeter setting and increase all DA 84 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. VDP NA when using Pensacola altimeter setting.

NA

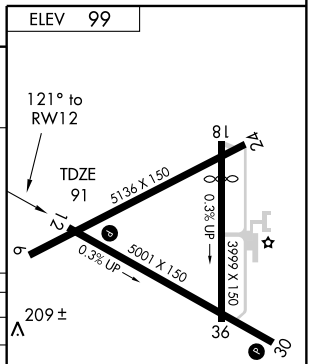
MISSED APPROACH: Climb to 2000 direct MIEGE and right turn via track 211° to HOLBI and via track 289° to ODAZO and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.325	120.2 346.4	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA		341-1	250 (300-1)	
LNAV/VNAV DA		479-1½	388 (400-1½)	
LNAV MDA	640-1 549 (600-1)		640-1½ 549 (600-1½)	640-1¾ 549 (600-1¾)
CIRCLING	660-1 561 (600-1)		660-1½ 561 (600-1½)	700-2 601 (700-2)



MIRL Rwy 12-30 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5136
244°	TDZE	83
	Apt Elev	99

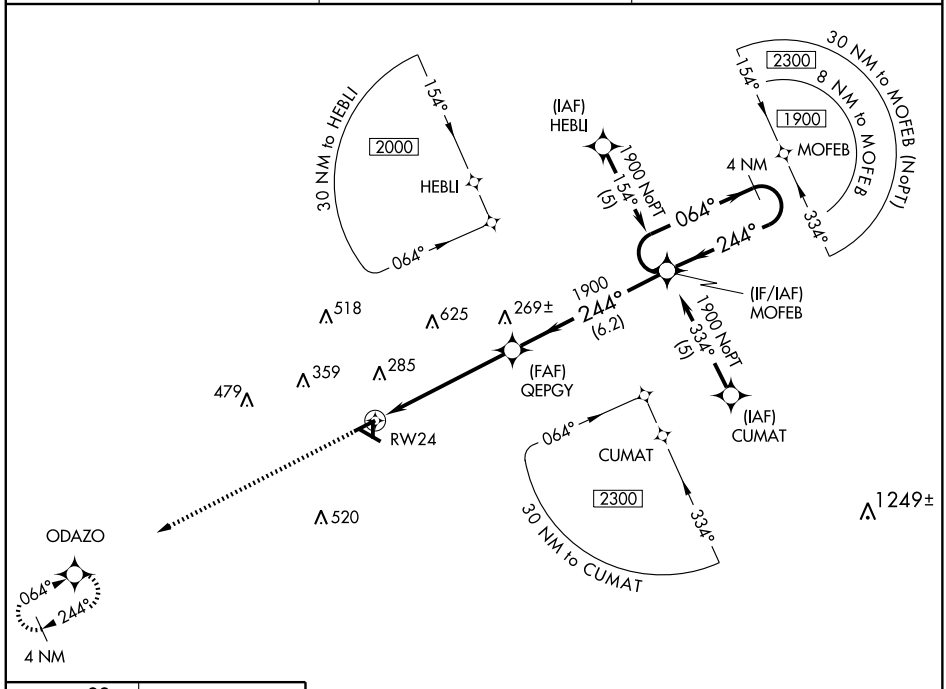
RNAV (GPS) RWY 24

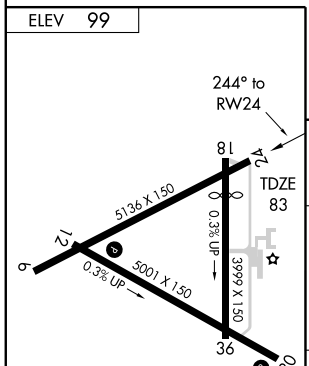
BREWTON MUNI (12J)

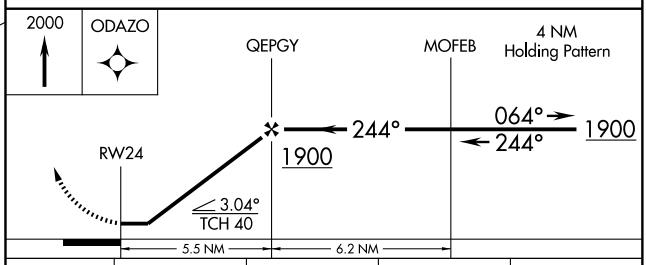
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet; increase LNAV and Circling Cats C and D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct ODAZO and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.325	120.2 346.4	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	520-1 437 (500-1)		520-1¼ 437 (500-1¼)	520-1½ 437 (500-1½)
CIRCLING	660-1 561 (600-1)		660-1½ 561 (600-1½)	700-2 601 (700-2)

MIRL Rwy 12-30 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5001
CH 56316	301°	TDZE	99
W30A		Apt Elev	99

RNAV (GPS) RWY 30

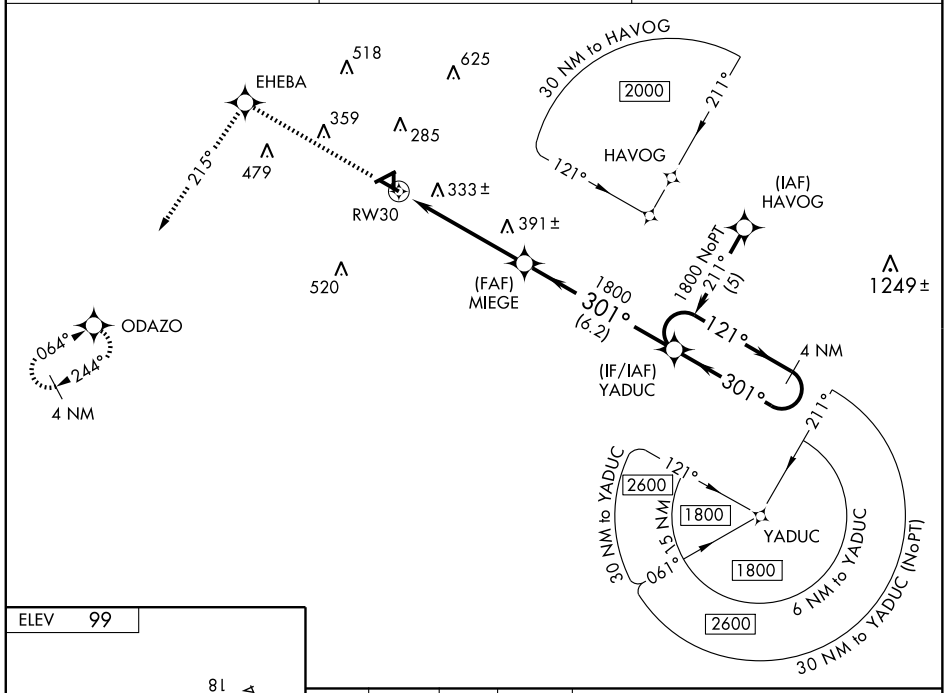
BREWTON MUNI (12J)

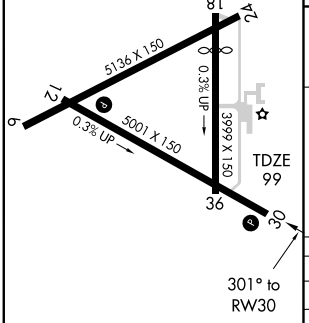
Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. VDP NA when using Pensacola altimeter setting.

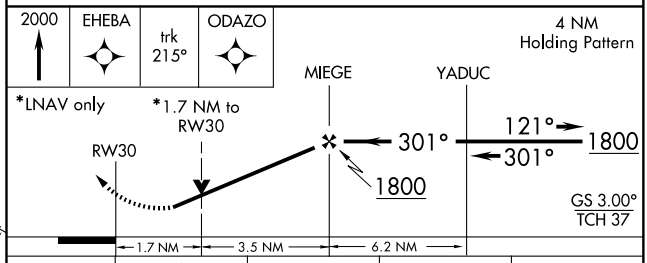
NA

MISSED APPROACH: Climb to 2000 direct EHEBA and via track 215° to ODAZO and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.325	120.2 346.4	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	527-1½	428 (500-1½)		
LNAV/VNAV DA	703-2¼	604 (700-2¼)		
LNAV MDA	660-1	561 (600-1)	660-1½ 561 (600-1½)	660-1¾ 561 (600-1¾)
CIRCLING	660-1	561 (600-1)	660-1½ 561 (600-1½)	700-2 601 (700-2)

MIRL Rwy 12-30 L

VORTAC CEW	APP CRS	Rwy Idg	5001
115.9	300°	TDZE	99
Chan 106		Apt Elev	99

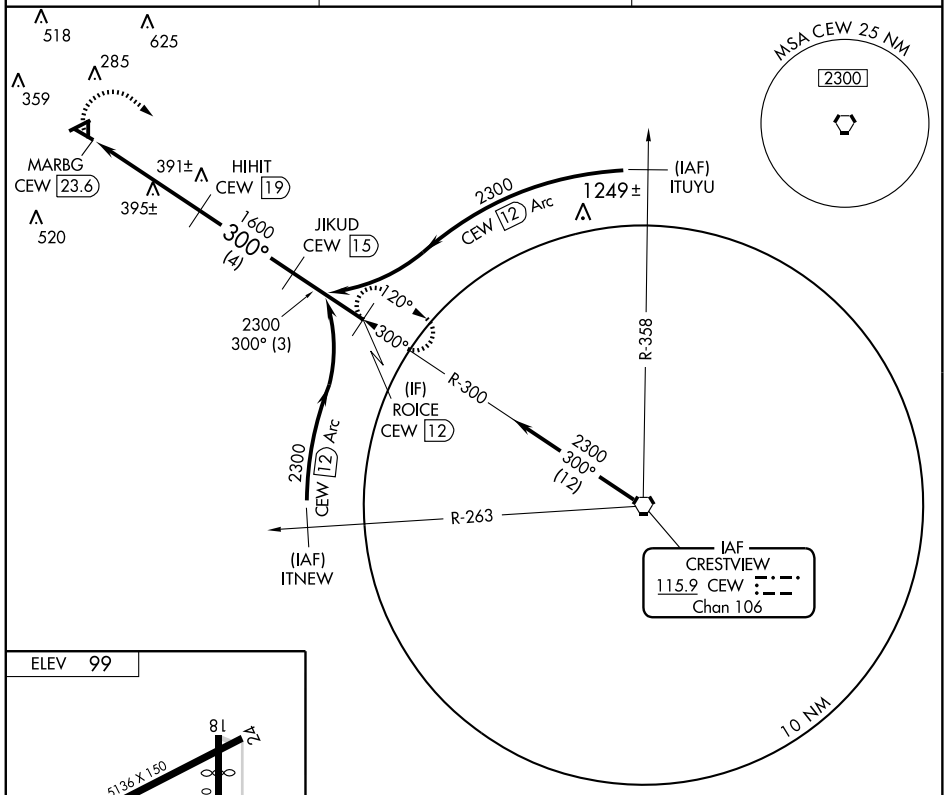
VOR/DME RWY 30

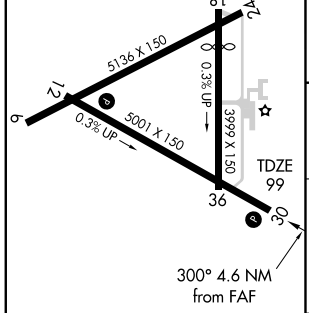
BREWTON MUNI (12J)

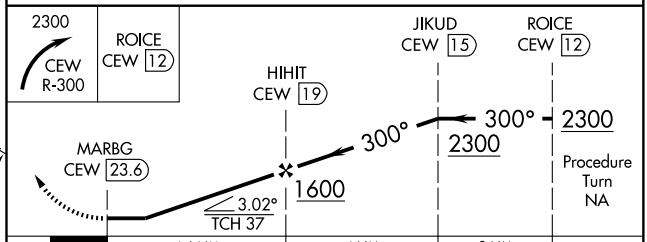
Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet, increase S-30 and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2300 via CEW VORTAC R-300 to ROICE/CEW 12 DME and hold.

AWOS-3	JACKSONVILLE CENTER	UNICOM
119.325	120.2 346.4	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-30	660-1 561 (600-1)	660-1¼ 561 (600-1¼)	660-1½ 561 (600-1½)	660-1¾ 561 (600-1¾)
CIRCLING	660-1 561 (600-1)	660-1¼ 561 (600-1¼)	660-1½ 561 (600-1½)	700-2 601 (700-2)

MIRL Rwy 12-30 L

SE-4, 03 JUN 2010 to 01 JUL 2010

BUTLER, ALABAMA AL-6606 (FAA)

APP CRS	Rwy Idg	4080
115°	TDZE	131
	Apt Elev	134

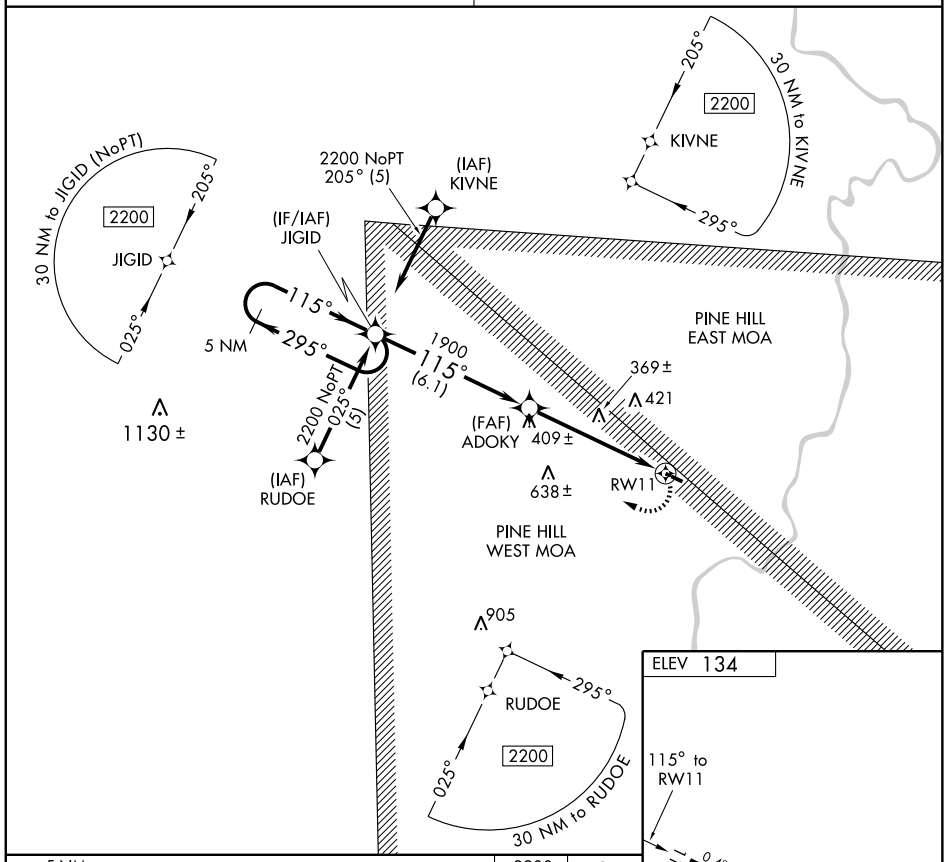
RNAV (GPS) RWY 11
BUTLER-CHOCTAW COUNTY (09A)

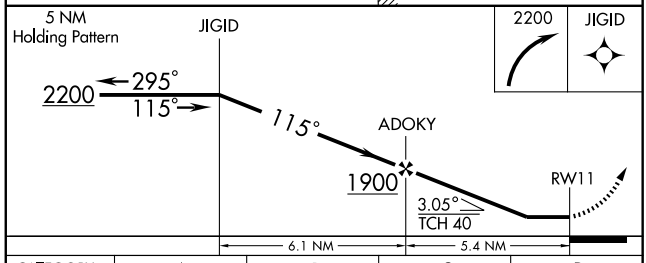
T
NA Use Meridian, MS altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. Circling not authorized. DME/DME RNP-0.3 NA.

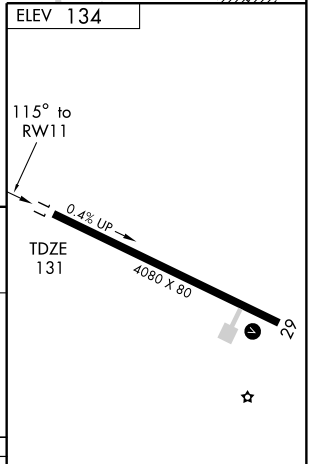
MISSED APPROACH: Climbing right turn to 2200 direct JIGID and hold.

MERIDIAN APP CON ★
119.2 348.7

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	740-1	609 (700-1)	740-1¾ 609 (700-1¾)	NA

MIRL Rwy 11-29 L

SE-4, 03 JUN 2010 to 01 JUL 2010

BUTLER, ALABAMA AL-6606 (FAA)

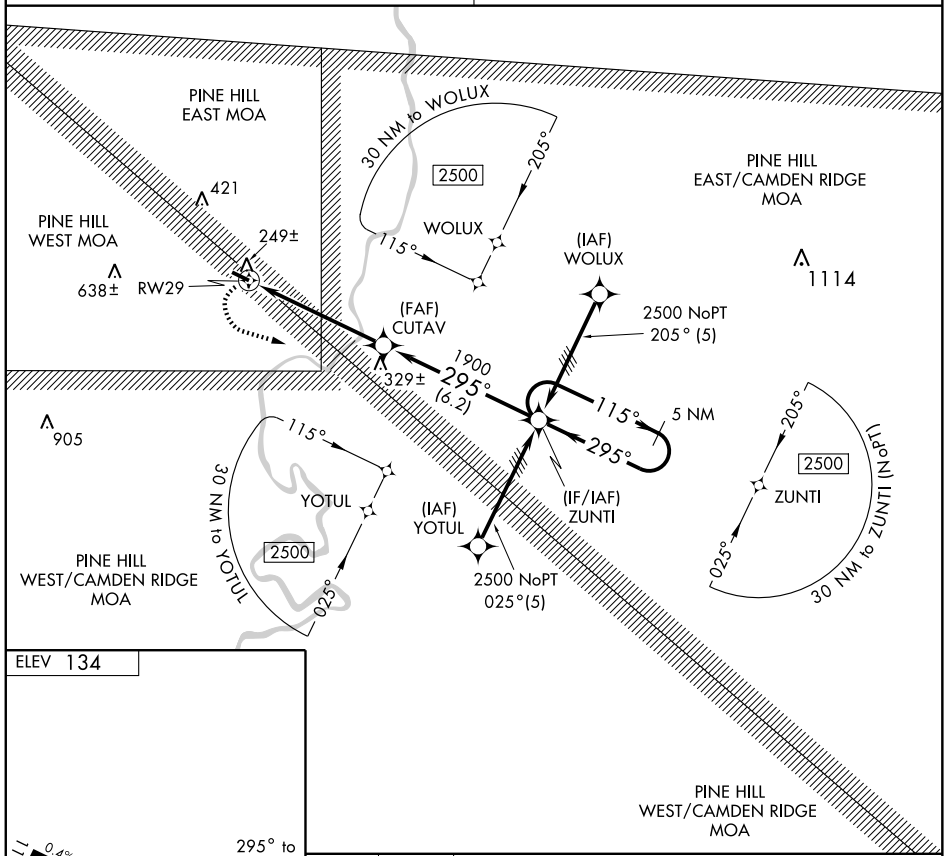
APP CRS	Rwy Idg	4080
295°	TDZE	134
	Apt Elev	134

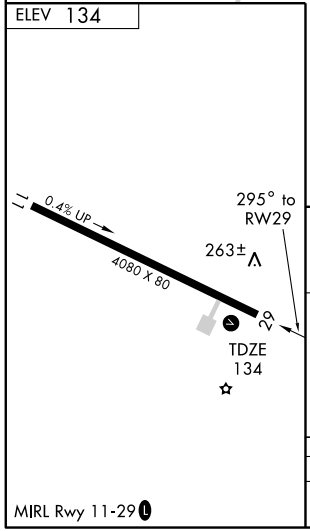
RNAV (GPS) RWY 29
BUTLER-CHOCTAW COUNTY (09A)

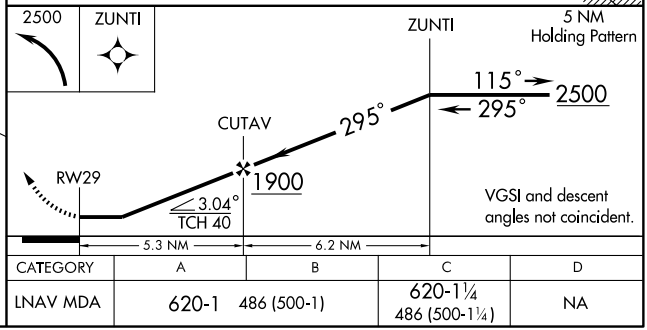
Use Meridian, MS altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA. Circling not authorized. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2500 direct ZUNTI and hold.

MERIDIAN APP CON ★	UNICOM
119.2 348.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	620-1	486 (500-1)	620-1¼ 486 (500-1¼)	NA

MIRL Rwy 11-29 L

SE-4, 03 JUN 2010 to 01 JUL 2010

CENTRE, ALABAMA

AL-6116 (FAA)

VORTAC RMG 115.4 Chan 101	APP CRS 270°	Rwy Idg 3401 TDZE 619 Apt Elev 619

VOR/DME or GPS RWY 27

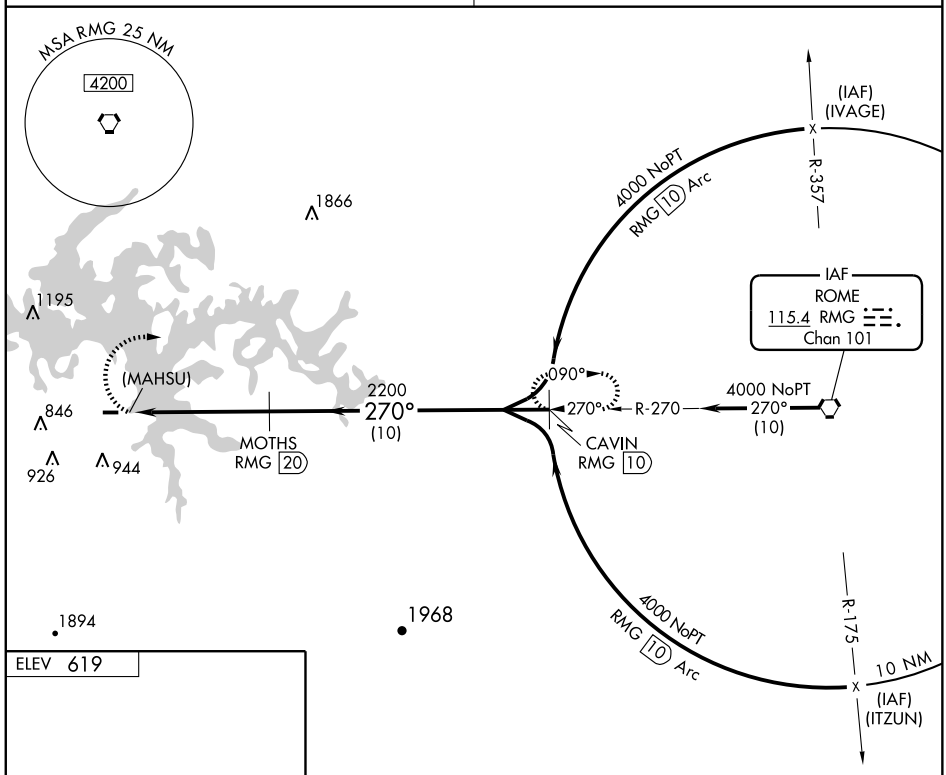
CENTRE MUNI (C22)

NA

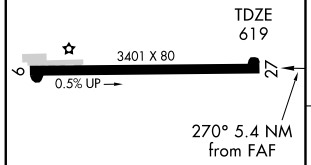
Use Anniston, AL altimeter settng.

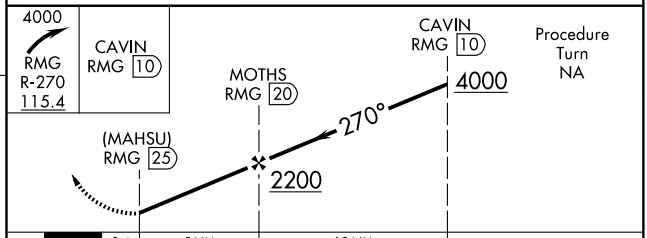
MISSED APPROACH: Climbing right turn to 4000 to CAVIN 10 DME Fix via R-270 RMG VORTAC and hold.

ATLANTA CENTER	CTAF
133.8 353.7	122.9



ELEV 619





CATEGORY	A	B	C	D
S-27	1360-1 741 (800-1)	1360-1¼ 741 (800-1¼)	1360-1½ 741 (800-1½)	1360-1¾ 741 (800-1¾)
CIRCLING	1360-1 741 (800-1)	1400-1¼ 781 (800-1¼)	1400-1½ 781 (800-1½)	1400-2 781 (800-2)

LIRL Rwy 9-27

SE-4, 03 JUN 2010 to 01 JUL 2010

CENTRE, ALABAMA

AL-10343 (FAA)

APP CRS	Rwy Idg	5500
070°	TDZE	585
	Apt Elev	596

RNAV (GPS) RWY 7

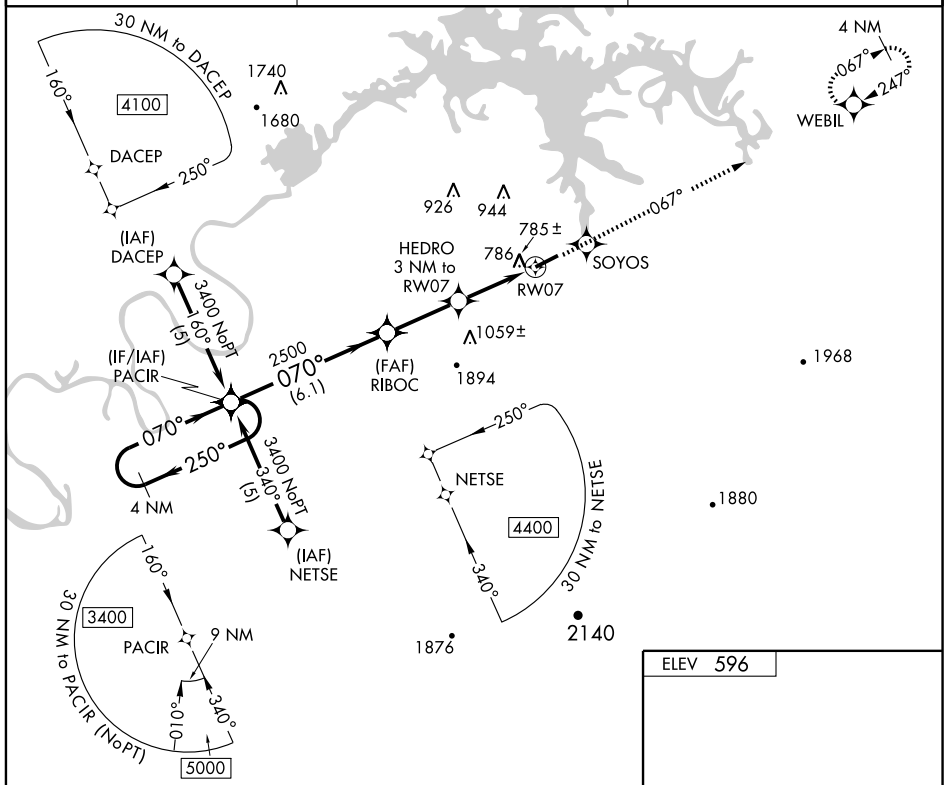
CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

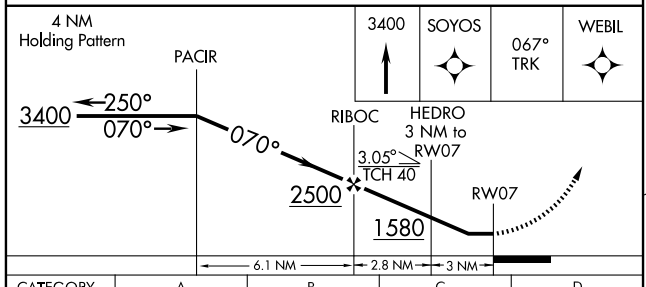
T
A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all MDAs 20 feet.

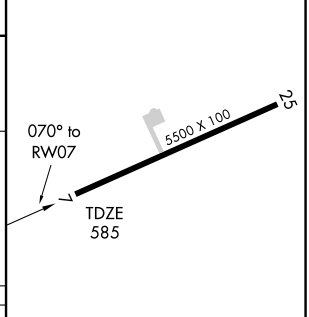
MISSED APPROACH: Climb to 3400 direct SOYOS and via 067° track to WEBIL and hold.

GADSDEN AWOS-3	ATLANTA APP CON	CTAF
127.825	133.8 353.7	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1100-1 515 (600-1)		1100-1½ 515 (600-1½)	1100-1¾ 515 (600-1¾)
CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-1½)	1160-2 564 (600-2)



MIRL Rwy 7-25 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5500
247°	TDZE	595
	Apt Elev	596

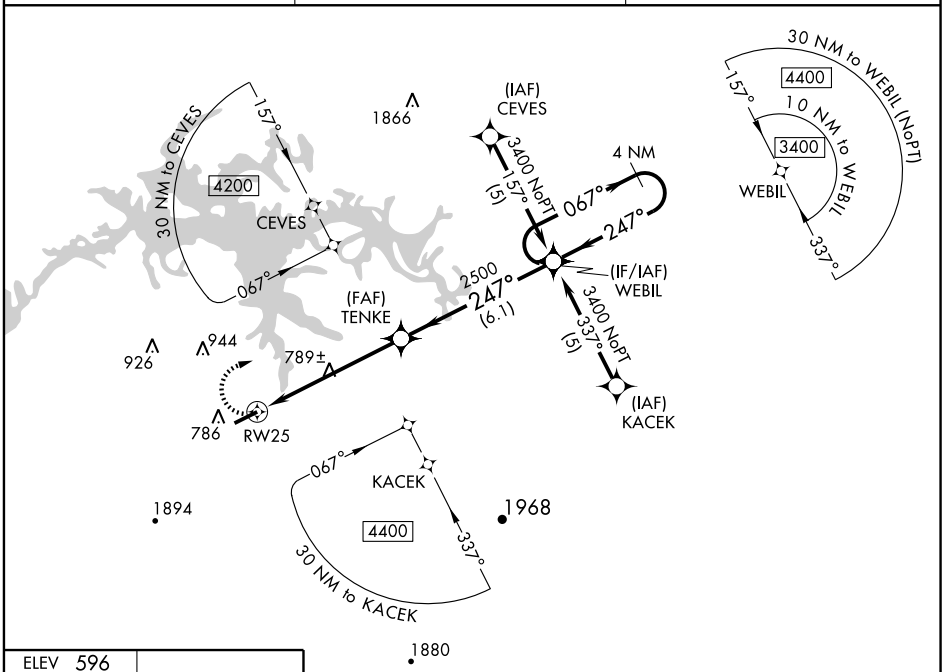
RNAV (GPS) RWY 25

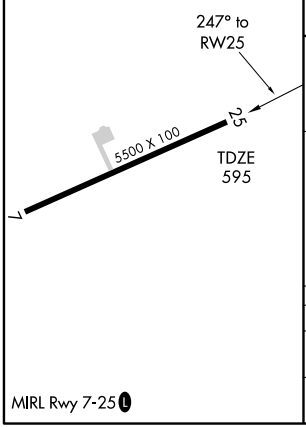
CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

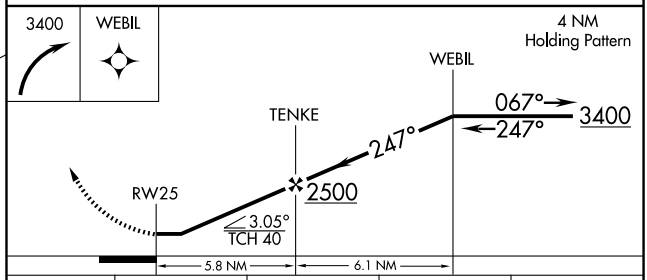
NA — DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 3400 direct WEBIL and hold.

GADSDEN AWOS-3	ATLANTA APP CON	CTAF
127.825	133.8 353.7	122.9 (L)







CATEGORY	A	B	C	D
LNAV MDA	1120-1 525 (600-1)		1120-1½ 525 (600-1½)	1120-1¾ 525 (600-1¾)
CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-1½)	1160-2 564 (600-2)

MIRL Rwy 7-25 (L)

SE-4, 03 JUN 2010 to 01 JUL 2010

CENTREVILLE, ALABAMA AL-10338 (FAA)

APP CRS	Rwy Idg	4206
097°	TDZE	240
	Apt Elev	251

RNAV (GPS) RWY 10

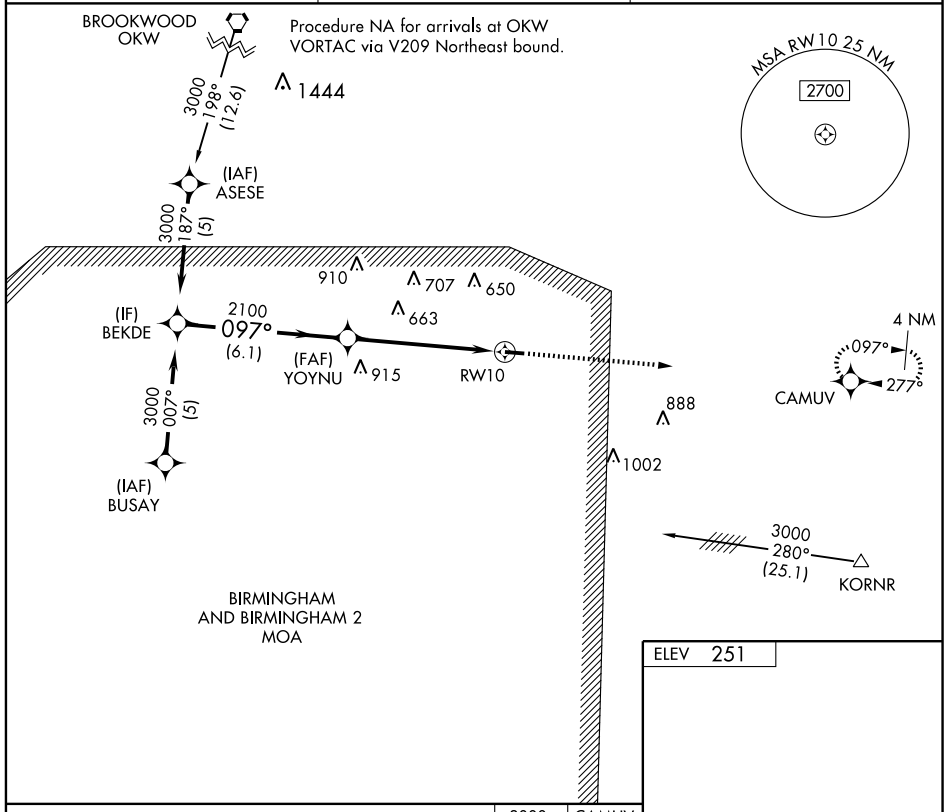
CENTREVILLE / BIBB COUNTY (ØA8)

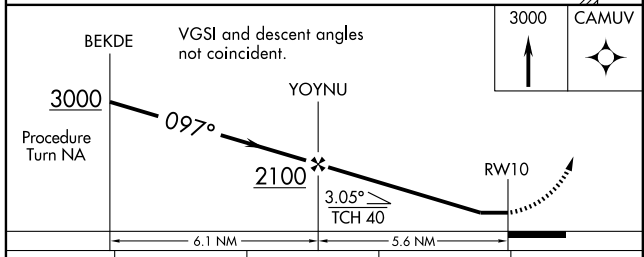
NA

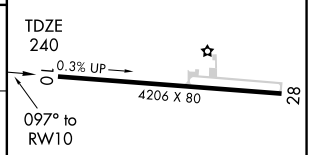
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDAs 20 feet and circling visibility Cat. C ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct CAMUV and hold.

TUSCALOOSA ASOS	ATLANTA CENTER	UNICOM
132.825	132.25 297.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	960-1 720 (800-1)		960-2 720 (800-2)	NA
CIRCLING	1000-1 749 (800-1)	1060-1¼ 809 (900-1¼)	1060-2¼ 809 (900-2¼)	NA

MIRL Rwy 10-28

SE-4, 03 JUN 2010 to 01 JUL 2010

CENTREVILLE, ALABAMA AL-10338 (FAA)

APP CRS	Rwy Idg	4206
277°	TDZE	251
	Apt Elev	251

RNAV (GPS) RWY 28

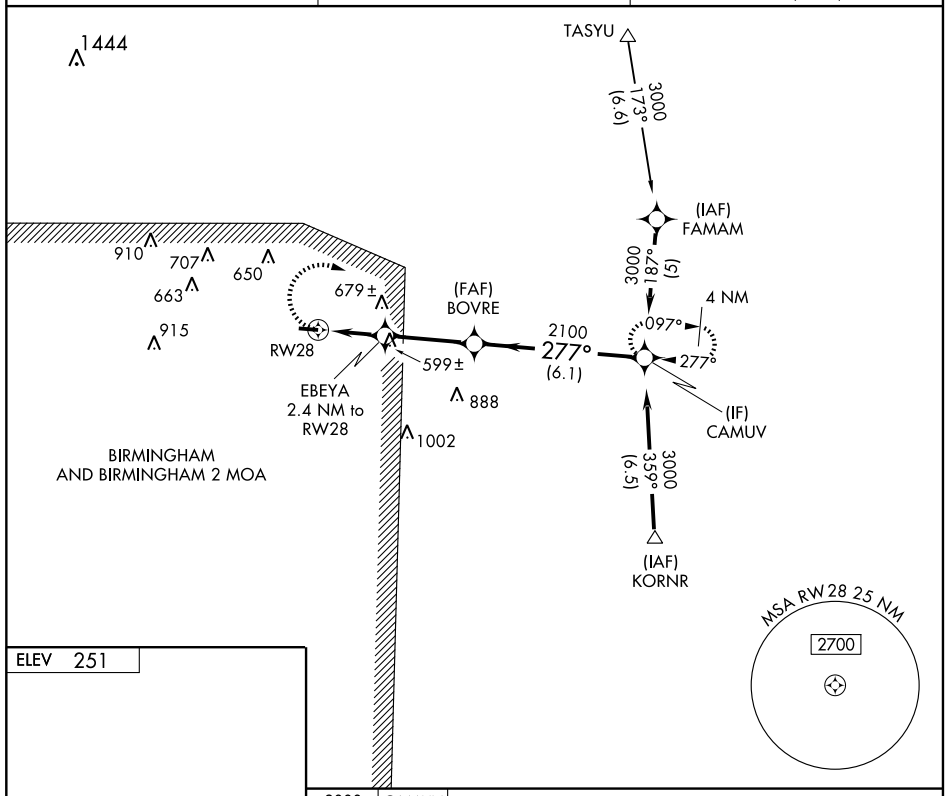
CENTREVILLE / BIBB COUNTY (ØA8)

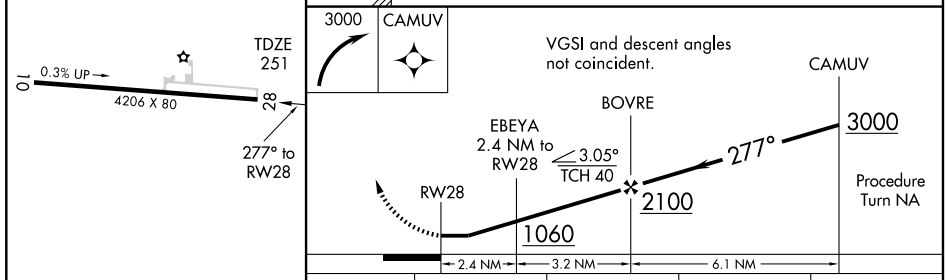
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDAs 20 feet and circling visibility Cat. C ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 3000 direct CAMUV and hold.

TUSCALOOSA ASOS	ATLANTA CENTER	UNICOM
132.825	132.25 297.4	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	920-1 669 (700-1)		920-1¾ 669 (700-1¾)	NA
CIRCLING	1000-1 749 (800-1)	1060-1¼ 809 (900-1¼)	1060-2¼ 809 (900-2¼)	NA

MIRL Rwy 10-28

SE-4, 03 JUN 2010 to 01 JUL 2010

NDB GGY	APP CRS	Rwy Idg	4008
338	269°	TDZE	585
		Apt Elev	585

NDB or GPS RWY 26

CLANTON/CHILTON COUNTY (Ø2A)

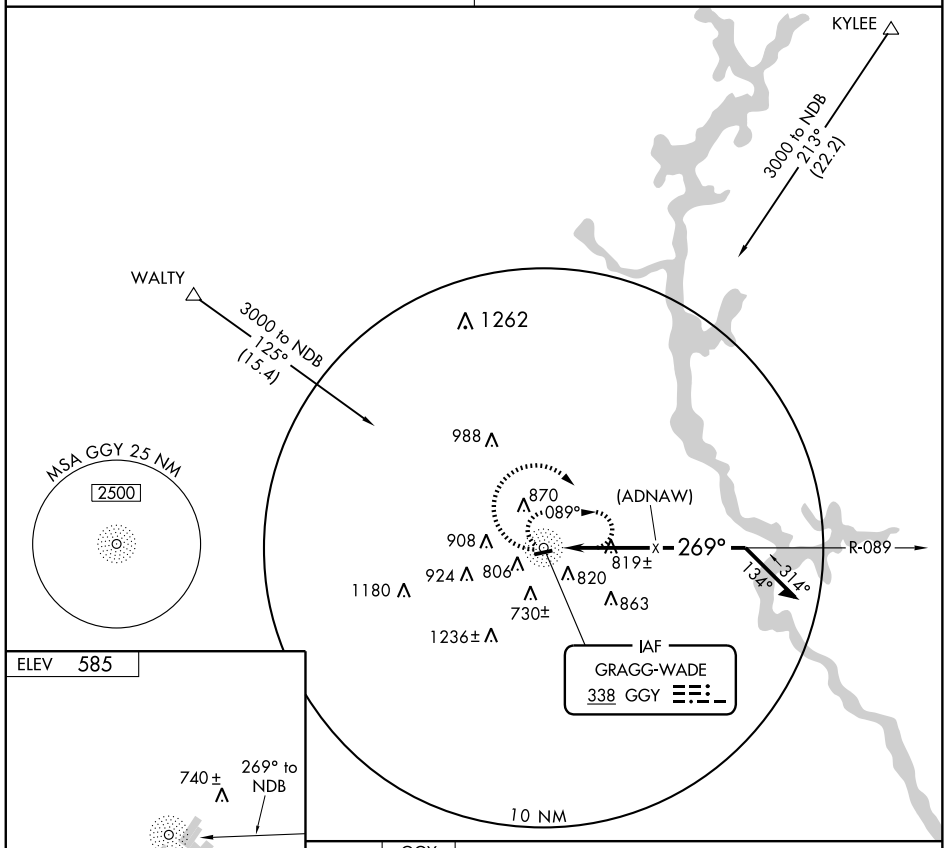
NA

Use Montgomery altimeter setting.

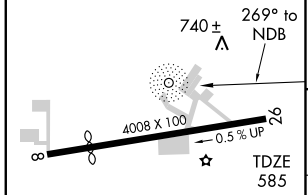
MISSED APPROACH: Climbing right turn to 3000 in GGY NDB holding pattern.

MONTGOMERY APP CON ★
121.2 380.225

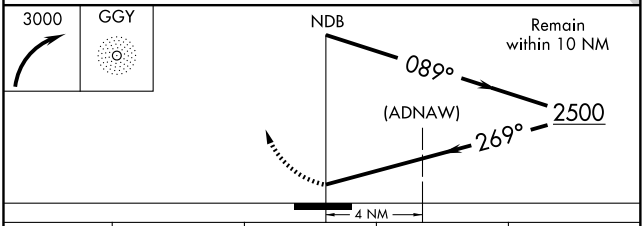
UNICOM
122.8 (CTAF)



ELEV 585



MIRL Rwy 8-26



CATEGORY	A	B	C	D
S-26	1320-1 735 (800-1)		1320-2 735 (800-2)	NA
CIRCLING	1320-1 735 (800-1)		1320-2 735 (800-2)	NA

SE-4, 03 JUN 2010 to 01 JUL 2010

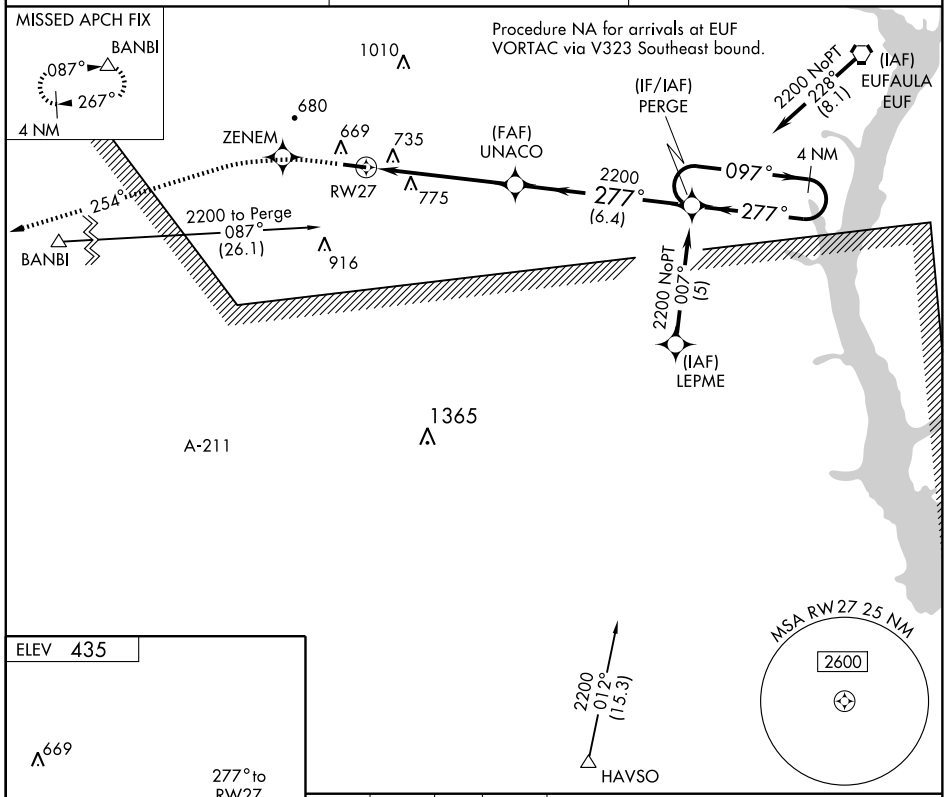
APP CRS	Rwy Idg	5010
277°	TDZE	435
	Apt Elev	435

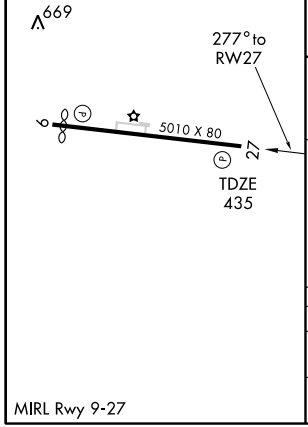
RNAV (GPS) RWY 27
CLAYTON MUNI (11A)

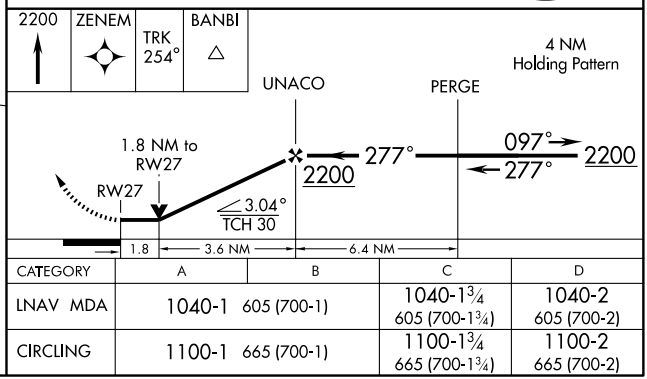
When local altimeter setting not received, use Dothan altimeter setting and increase all MDAs 100 feet, LNAV Cat. C and D visibility ¼, circling Cat. B visibility ¼ and Cat. C and D visibility ½. Visibility reduction by helicopters NA. Circling NA south of Runway 9-27. VDP NA when using Dothan altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct ZENEM and via 254° track to BANBI and hold.

AWOS-3	CAIRNS APP CON ★	CTAF
118.775	121.1 319.25	122.9







CATEGORY	A	B	C	D
LNAV MDA	1040-1 605 (700-1)		1040-1¾ 605 (700-1¾)	1040-2 605 (700-2)
CIRCLING	1100-1 665 (700-1)		1100-1¾ 665 (700-1¾)	1100-2 665 (700-2)

MIRL Rwy 9-27

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC EUF	APP CRS	Rwy Idg	5010
109.2	255°	TDZE	435
Chan 29		Apt Elev	435

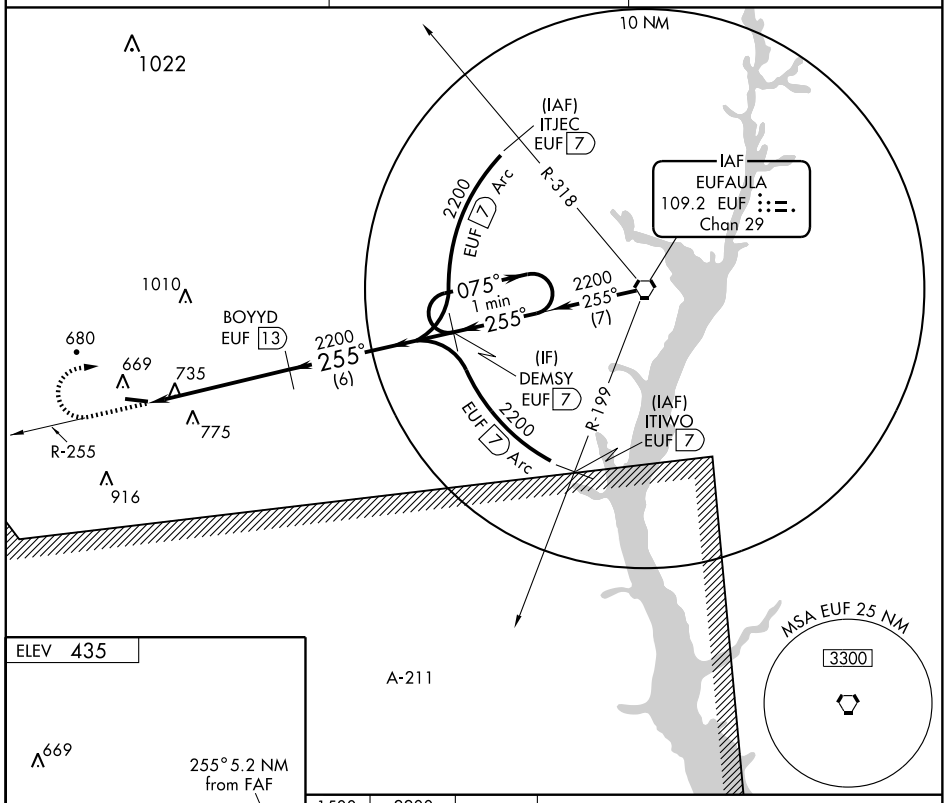
VOR/DME RWY 27

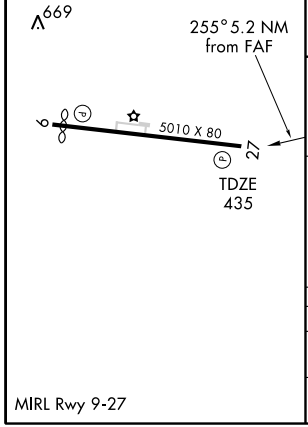
CLAYTON MUNI (11A)

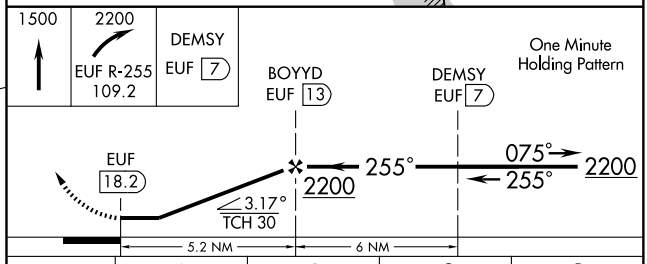
When local altimeter setting not received, use Dothan altimeter setting and increase all MDAs 100 feet, S-27 Cat C and D visibility ¼, circling Cat B visibility ¼ and Cat C and D ½. Visibility reduction by helicopters NA. Circling NA south of Runway 9/27.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 via EUF VORTAC R-255 to DEMSY/EUF 7 DME and hold.

AWOS-3	CAIRNS APP CON ★	CTAF
118.775	121.1 319.25	122.9







CATEGORY	A	B	C	D
S-27	1040-1 605 (700-1)		1040-1¾ 605 (700-1¾)	1040-2 605 (700-2)
CIRCLING	1100-1 665 (700-1)		1100-1¾ 665 (700-1¾)	1100-2 665 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
131°	TDZE	581
	Apt Elev	588

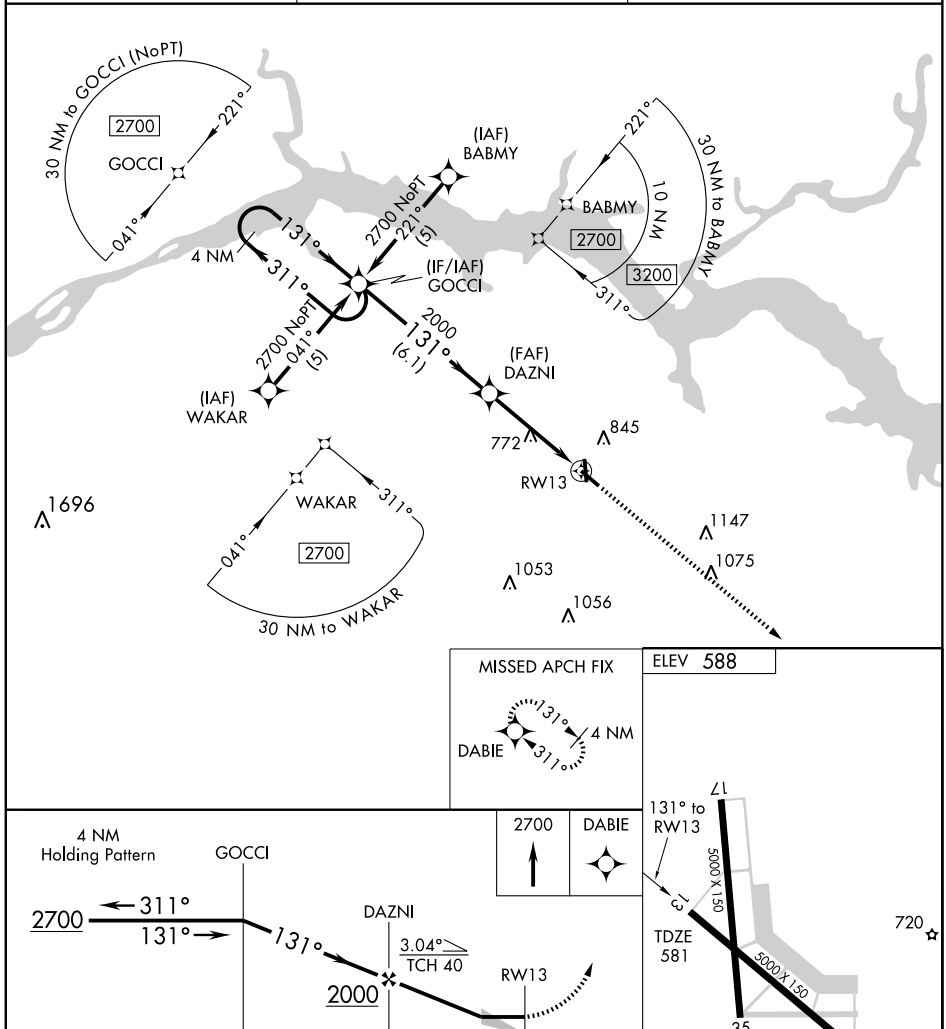
RNAV (GPS) RWY 13

COURTLAND/LAWRENCE COUNTY (9A4)

DME/DME RNP-0.3 NA. Use Muscle Shoals altimeter setting, when not received use Huntsville Intl-Carl T Jones altimeter setting and increase all MDA 40 feet, increase LNAV Cat. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct DABIE and hold.

MUSCLE SHOALS ASOS	HUNTSVILLE APP CON ★	UNICOM
119.425	118.05 239.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1060-1 479 (500-1)		1060-1¼ 479 (500-1¼)	1060-1½ 479 (500-1½)
CIRCLING	1200-1 612 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

MIRL Rwy 13-31 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
311°	TDZE	579
	Apt Elev	588

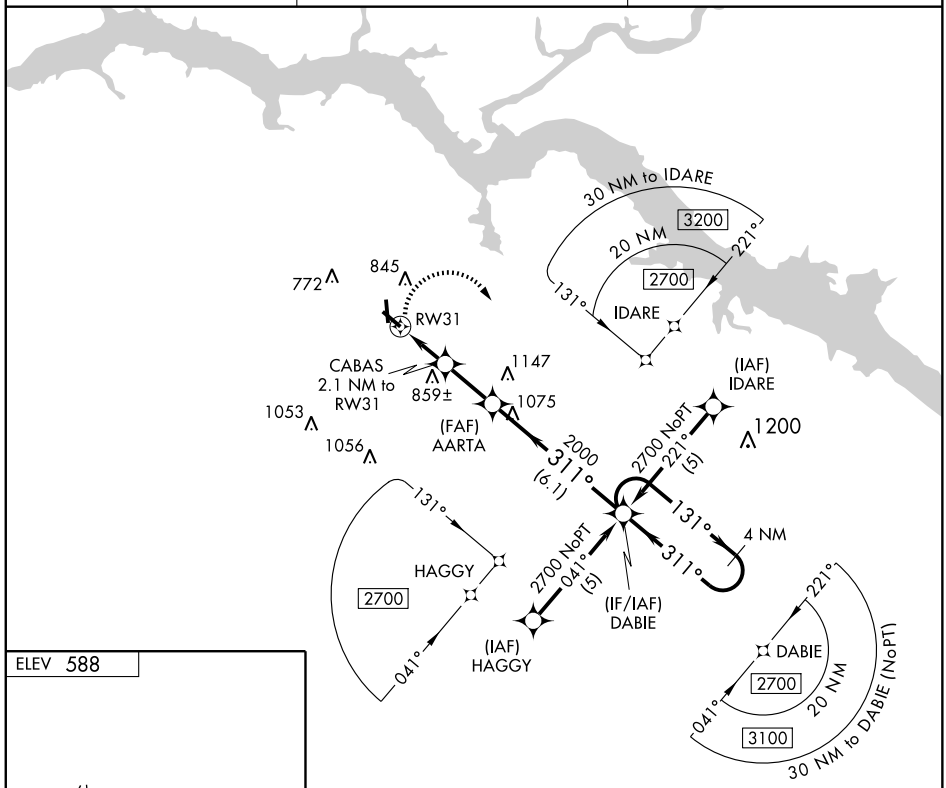
RNAV (GPS) RWY 31

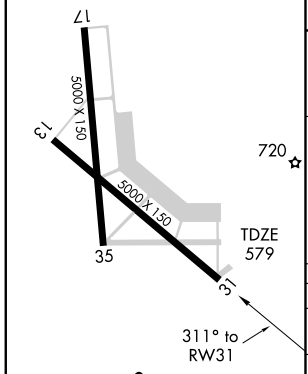
COURTLAND/LAWRENCE COUNTY (9A4)

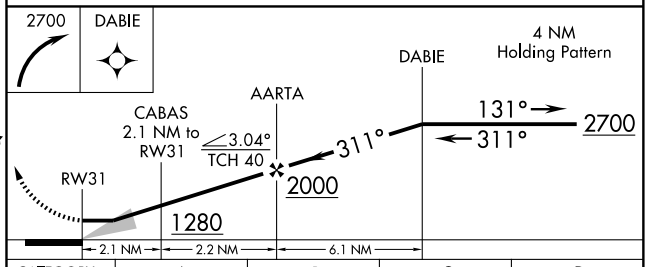
DME/DME RNP-0.3 NA. Use Muscle Shoals altimeter setting, when not received use Huntsville Intl-Carl T Jones altimeter setting and increase all MDA 40 feet and increase LNAV Cat. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2700 direct DABIE and hold.

MUSCLE SHOALS ASOS	HUNTSVILLE APP CON ★	UNICOM
119.425	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1160-1	581 (600-1)	1160-1½ 581 (600-1½)	1160-1¾ 581 (600-1¾)
CIRCLING	1200-1 612 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

COURTLAND, ALABAMA

AL-9123 (FAA)

VORTAC MSL	APP CRS	Rwy Idg	5000
116.5	111°	TDZE	581
Chan 112		Apt Elev	588

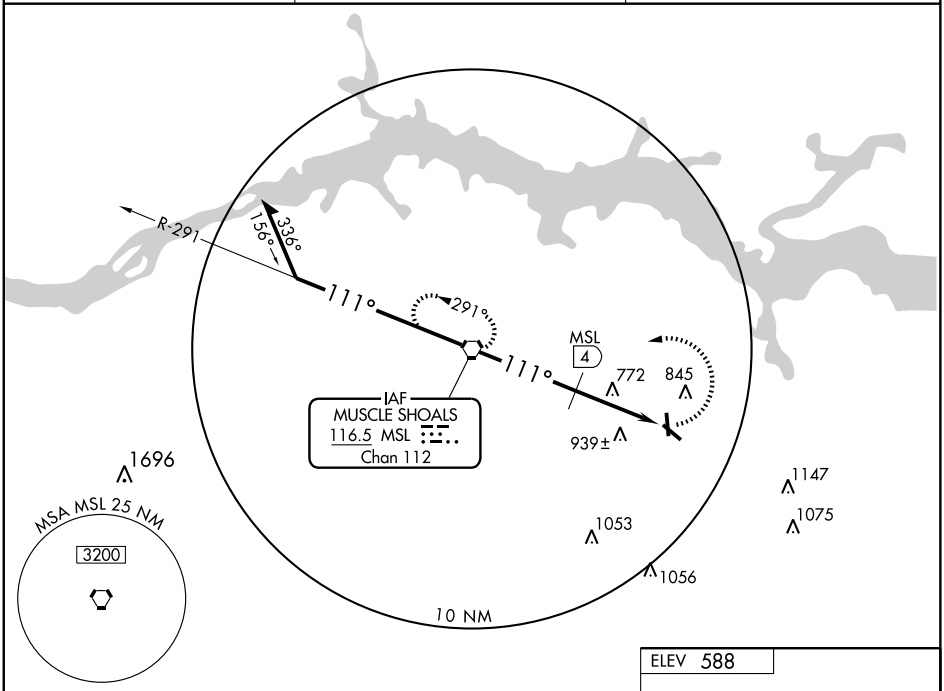
VOR RWY 13

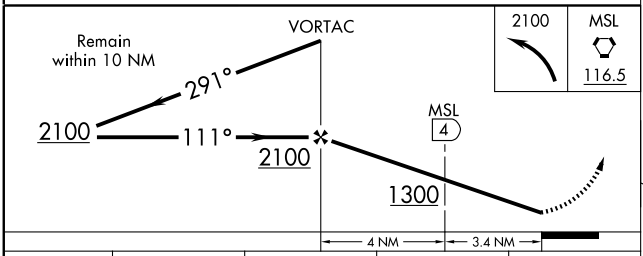
COURTLAND/LAWRENCE COUNTY (9A4)

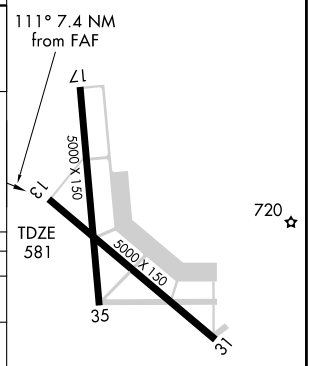
Use Muscle Shoals altimeter setting; when not received use Huntsville altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2100 direct to MSL VORTAC and hold.

MUSCLE SHOALS ASOS	HUNTSVILLE APP CON ★	UNICOM
119.425	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	1300-1	719 (800-1)	1300-2 719 (800-2)	1300-2¼ 719 (800-2¼)
CIRCLING	1300-1	712 (800-1)	1300-2 712 (800-2)	1300-2¼ 712 (800-2¼)
DME MINIMUMS				
S-13	1240-1	659 (700-1)	1240-1¾ 659 (700-1¾)	1240-2 659 (700-2)
CIRCLING	1240-1 652 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5500
018°	TDZE	957
	Apt Elev	969

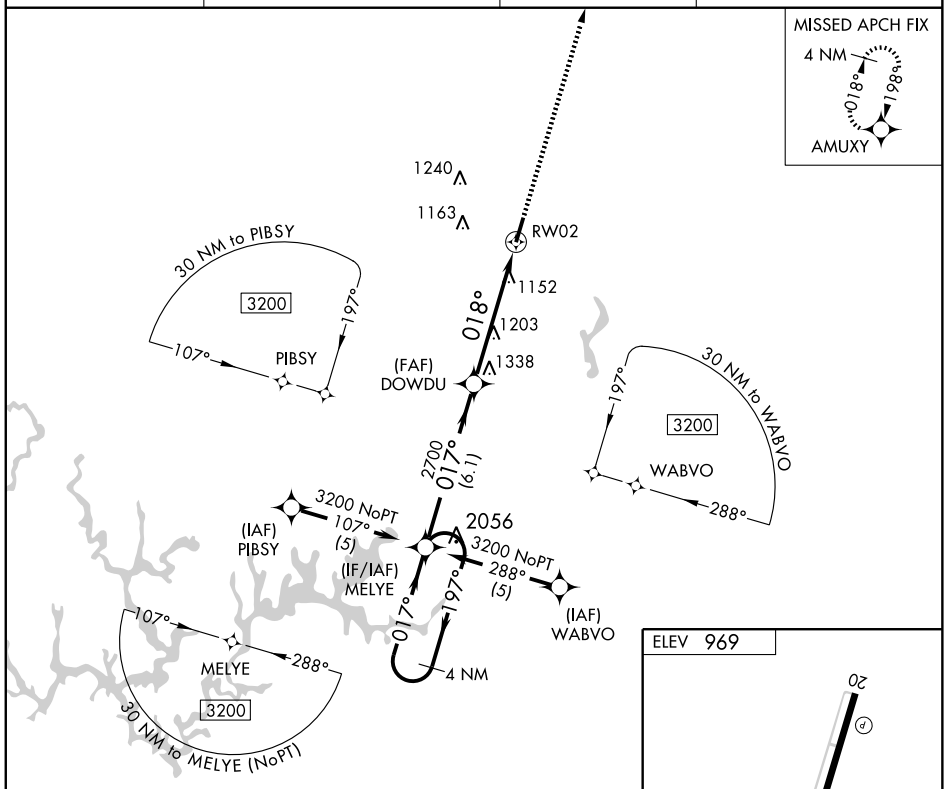
RNAV (GPS) RWY 2

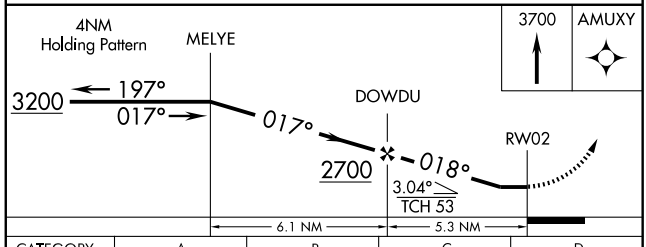
CULLMAN / FOLSOM FIELD (3A1)

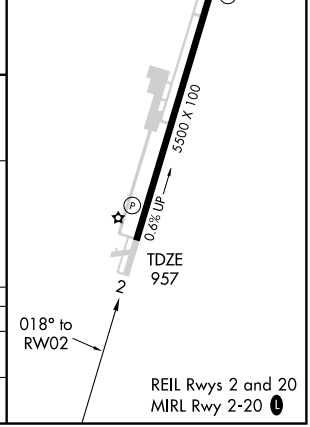
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hunstville altimeter setting and increase all MDA 100 feet, LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, and Circling Cat C visibility ¼ mile. When VGSI Inop, Straight-in/Circling Rwy 2 procedure NA at night.

MISSED APPROACH: Climb to 3700 direct AMUXY and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
124.175	118.05 239.0	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1460-1 503 (500-1)		1460-1½ 503 (500-1½)	
CIRCLING	1500-1 531 (600-1)		1500-1½ 531 (600-1½)	1520-2 551 (600-2)

REIL Rwys 2 and 20
MIRL Rwy 2-20 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5500
CH 50514	198°	TDZE	969
W20A		Apt Elev	969

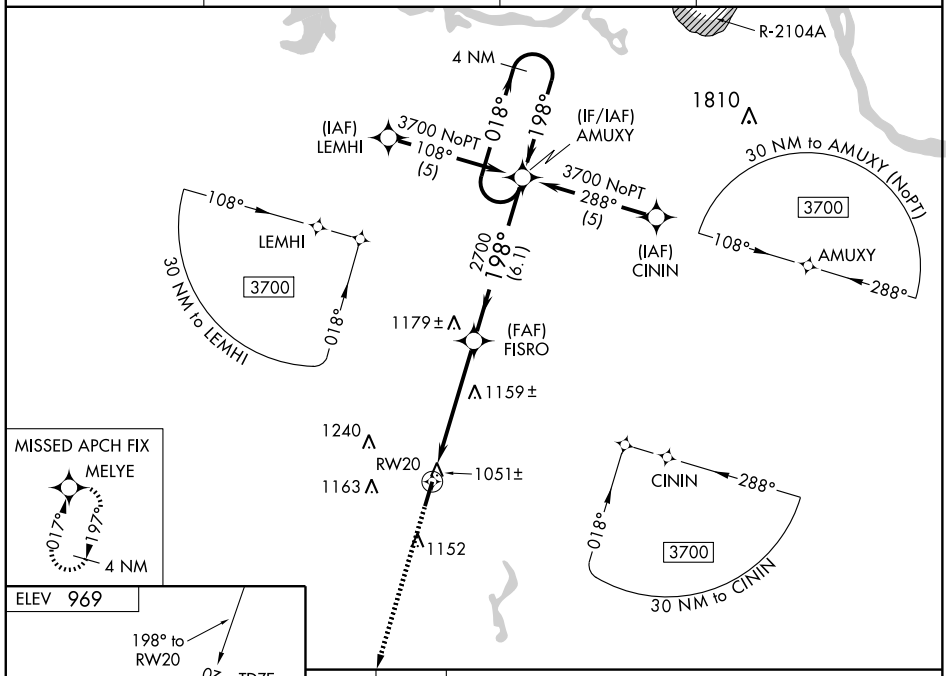
RNAV (GPS) RWY 20

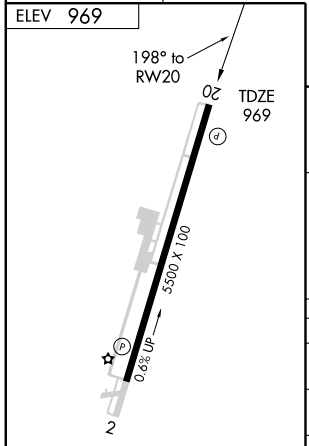
CULLMAN / FOLSOM FIELD (3A1)

When VGSI Inop, Circling Rwy 2 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hunstville altimeter setting and increase all DA/MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C, D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Huntsville altimeter setting.

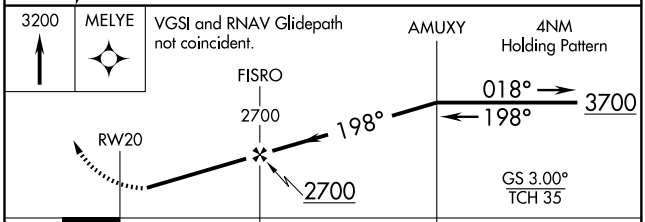
MISSED APPROACH: Climb to 3200 direct MELYE and hold.

AWOS-3	HUNTSVILLE APP CON ★	GCO	UNICOM
124.175	118.05 239.0	121.725	122.8 (CTAF) L





REIL Rwys 2 and 20
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LPV DA	1255-1 286 (300-1)			
LNAV/VNAV DA	1340-1¼ 371 (400-1¼)			
LNAV MDA	1420-1 451 (500-1)		1420-1¼ 451 (500-1¼)	1420-1½ 451 (500-1½)
CIRCLING	1500-1 531 (600-1)		1500-1½ 531 (600-1½)	1520-2 551 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6107
CH 82200	182°	TDZE	592
W18A		Apt Elev	592

RNAV (GPS) RWY 18

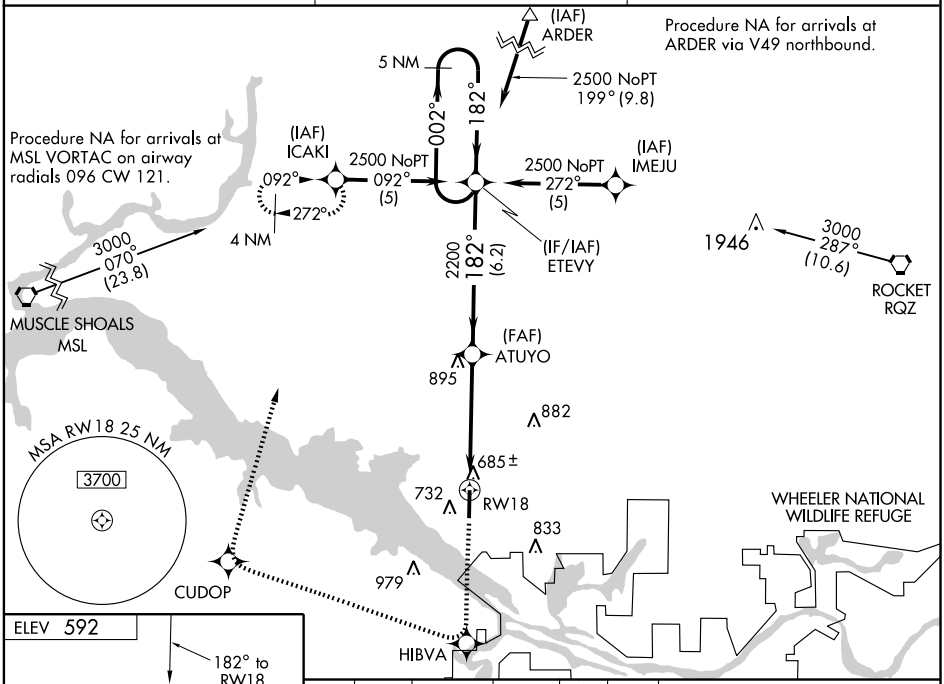
DECATUR/ PRYOR FIELD RGNL (DCU)

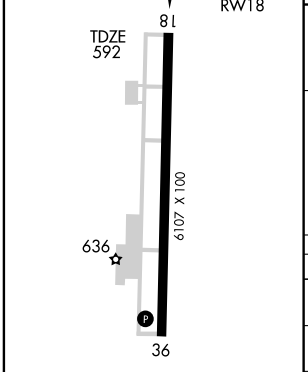
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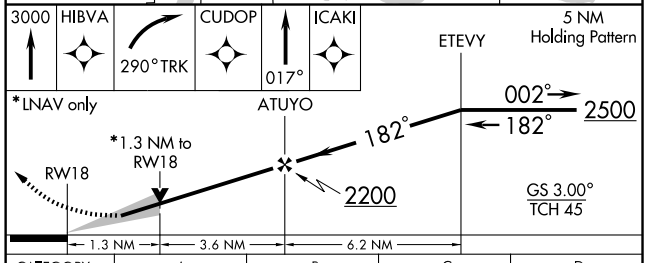
DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Huntsville-Carl T. Jones Field altimeter setting. If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase LPV DA to 867, LNAV/VNAV DA to 967, and increase all MDAs 40 feet. For inoperative MALSR, increase LPV all Cats. visibility to 1. Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH: Climb to 3000 direct HIBVA and right turn via 290° track to CUDOP and via 017° to ICAKI and hold.

ASOS	HUNTSVILLE APP CON★	UNICOM
118.375	118.05 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	842-½		250 (300-½)	
LNAV/ VNAV DA	942- ¾		350 (400- ¾)	
LNAV MDA	1040-½	448 (500-½)	1040- ¾ 448 (500- ¾)	1040-1 448 (500-1)
CIRCLING	1040-1¼ 448 (500-1¼)	1060-1¼ 468 (500-1¼)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 90204 W36A	APP CRS 002°	Rwy Idg 6107 TDZE 588 Apt Elev 592

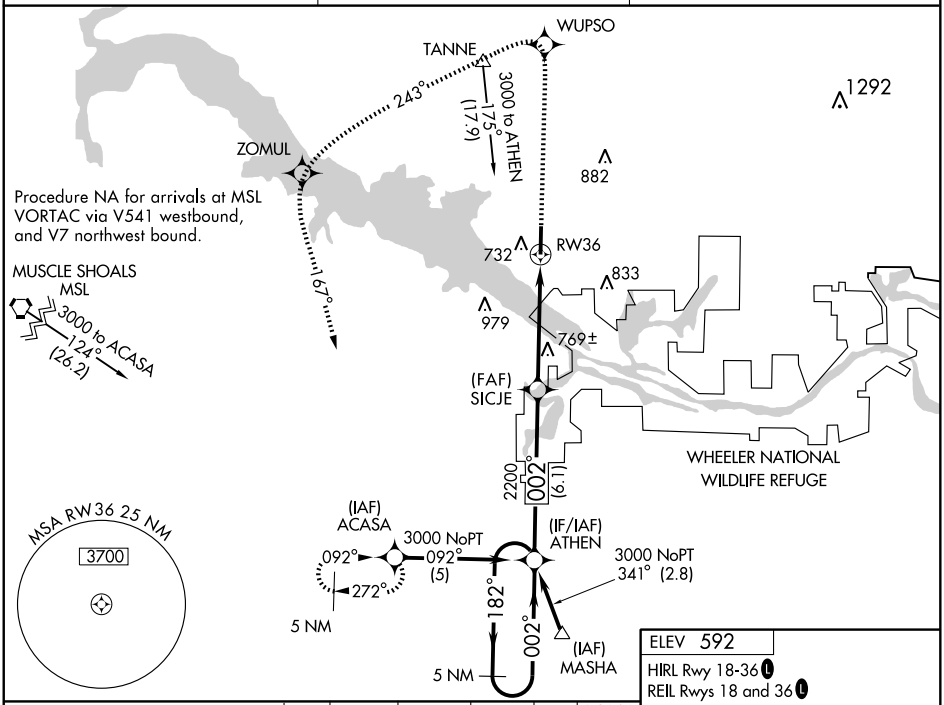
RNAV (GPS) RWY 36

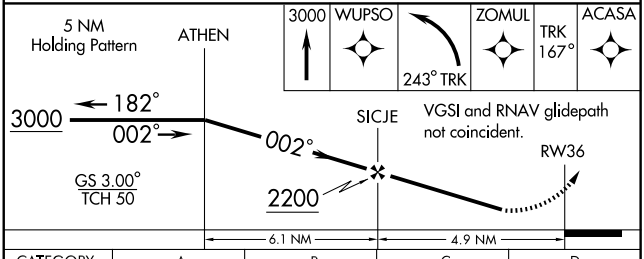
DECATUR/ PRYOR FIELD RGNL (DCU)

Baro-VNAV NA when using Huntsville Intl-Carl T. Jones Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase LPV DA to 930, LNAV/VNAV DA to 985, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct WUPSO and left turn via 243° track to ZOMUL and via 167° track to ACASA and hold.

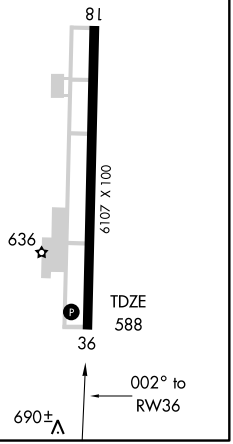
ASOS	HUNTSVILLE APP CON ★	UNICOM
118.375	118.05 239.0	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	905-1 317 (400-1)			
LNAV/ VNAV DA	960-1¼ 372 (400-1¼)			
LNAV MDA	1020-1 432 (500-1)		1020-1¼ 432 (500-1¼)	1020-1½ 432 (500-1½)
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)

ELEV 592
HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



VOR/DME DCU	APP CRS	Rwy Idg	6107
112.8	170°	TDZE	592
Chan 75		Apt Elev	592

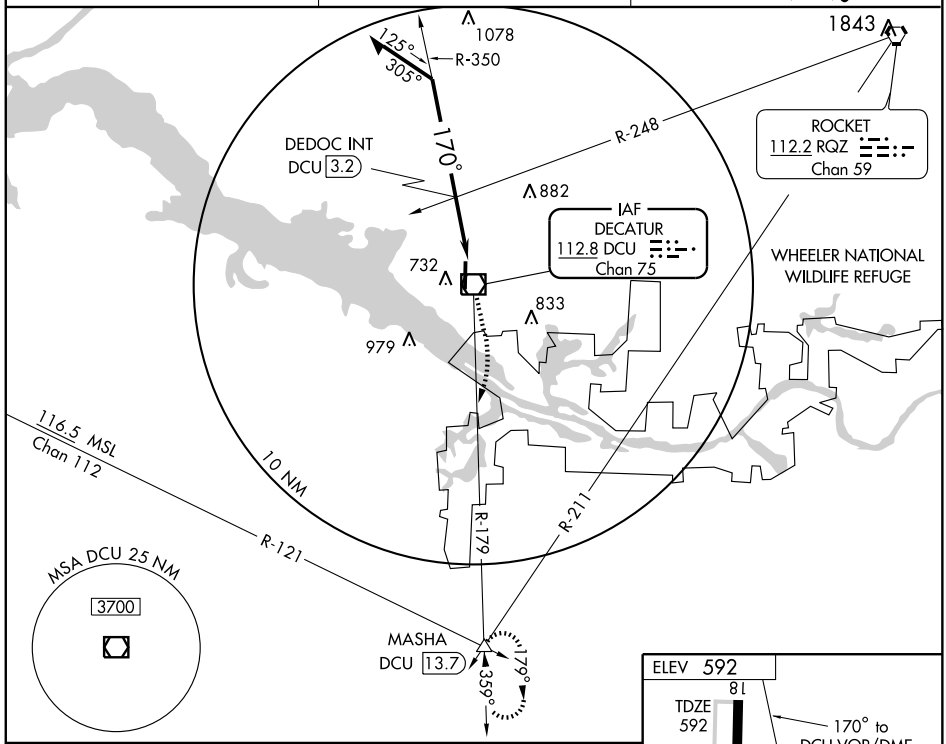
VOR RWY 18

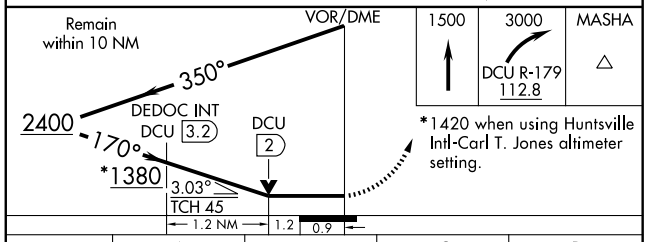
DECATUR/PRYOR FIELD RGNL (DCU)

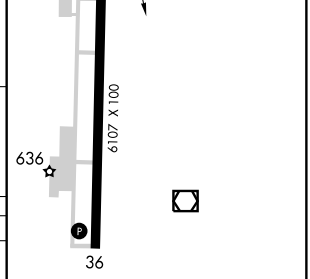
When local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase all MDA 40 feet, and increase DEDOC fix minimums visibility Cat D ¼ mile. VDP NA when using Huntsville-Carl T. Jones Field altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via DCU R-179 to MASHA Int/13.7 DME and hold.

ASOS	HUNTSVILLE APP CON★	UNICOM
118.375	118.05 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-18	1380-1 788 (800-1)	1380-1¼ 788 (800-1¼)	1380-2¼ 788 (800-2¼)	1380-2½ 788 (800-2½)
CIRCLING	1380-1 788 (800-1)	1380-1¼ 788 (800-1¼)	1380-2¼ 788 (800-2¼)	1380-2½ 788 (800-2½)
DEDOC FIX MINIMUMS				
S-18	1000-1 408 (500-1)		1000-1¼ 408 (500-1¼)	
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SE-4, 03 JUN 2010 to 01 JUL 2010

VOR/DME DCU	APP CRS	Rwy Idg	6107
112.8	019°	TDZE	588
Chan 75		Apt Elev	592

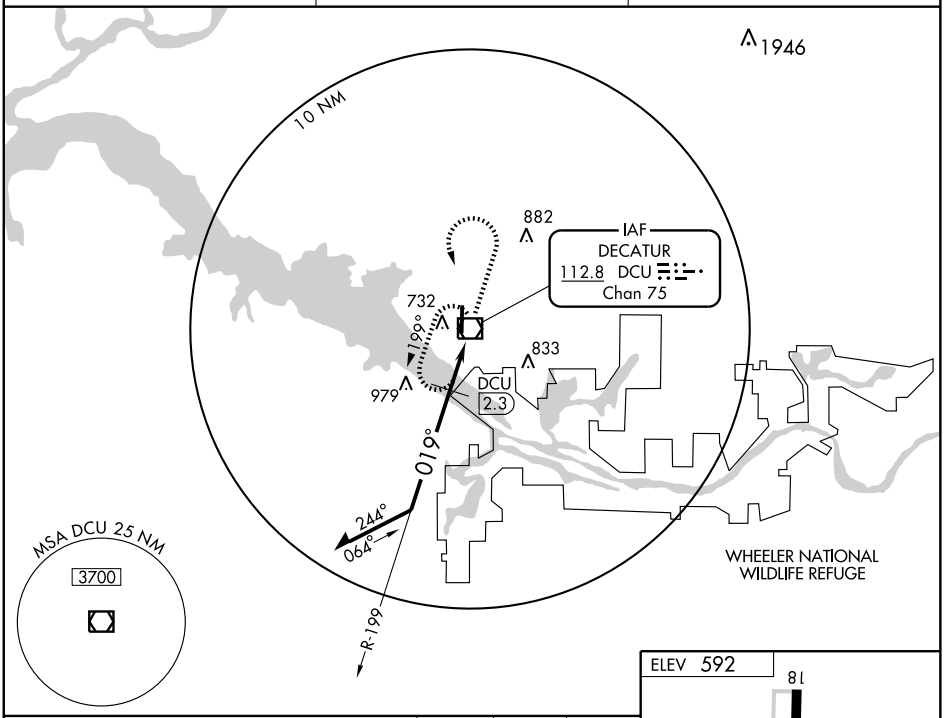
VOR RWY 36

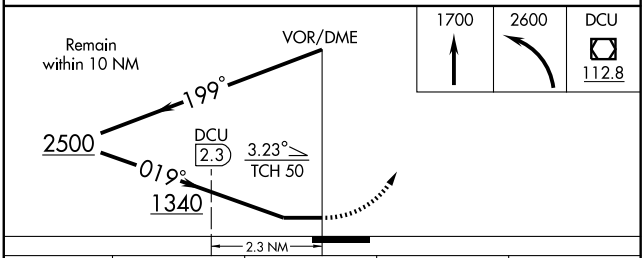
DECATUR/ PRYOR FIELD RGNL (DCU)

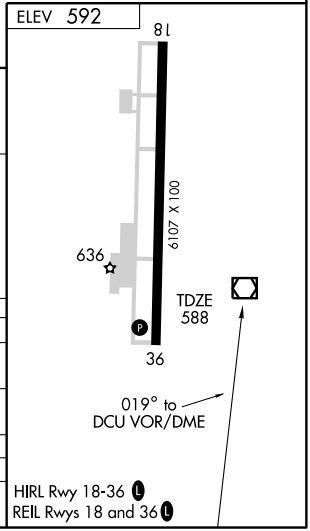
NA

MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct DCU VOR/DME and hold.

ASOS	HUNTSVILLE APP CON ★	UNICOM
118.375	118.05 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-36	1340-1 752 (800-1)	1340-1¼ 752 (800-1¼)	1340-2¼ 752 (800-2¼)	1340-2½ 752 (800-2½)
CIRCLING	1340-1 748 (800-1)	1340-1¼ 748 (800-1¼)	1340-2¼ 748 (800-2¼)	1340-2½ 748 (800-2½)
DME MINIMUMS				
S-36	1000-1 412 (500-1)		1000-1¼ 412 (500-1¼)	
CIRCLING	1060-1 468 (500-1)		1060-1½ 468 (500-1½)	1160-2 568 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

NDB RZO	APP CRS	Rwy Idg	5000
391	049°	TDZE	113
		Apt Elev	113

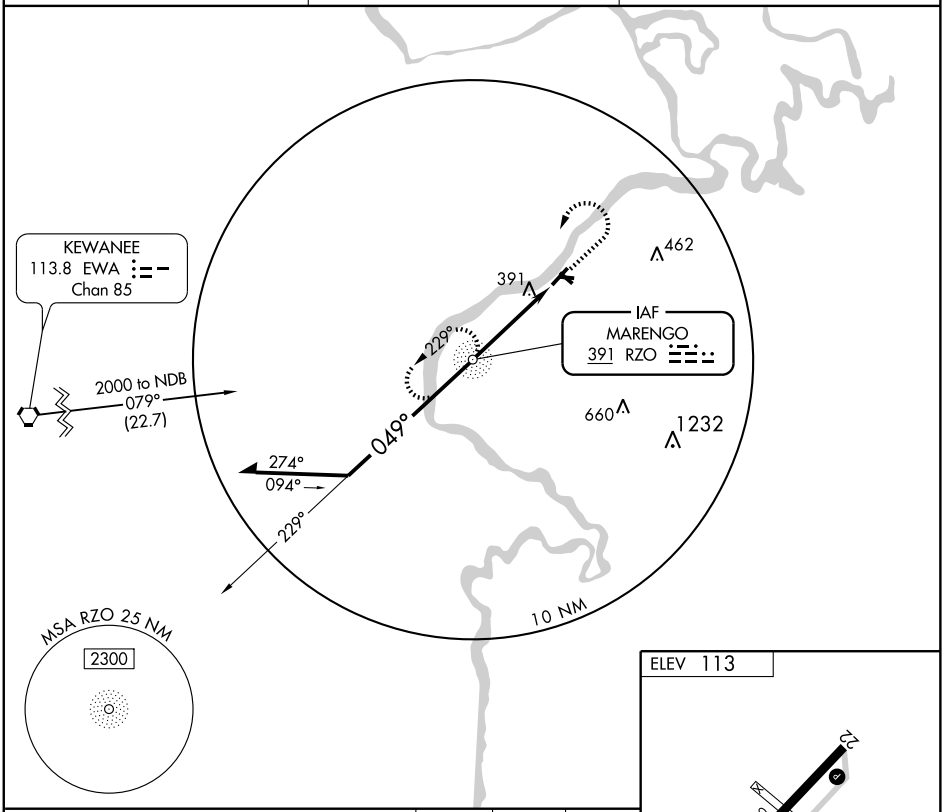
NDB RWY 4

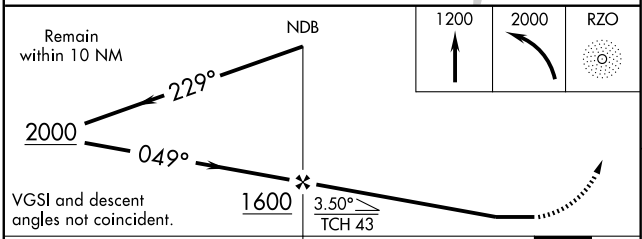
DEMOPOLIS MUNI (DYA)

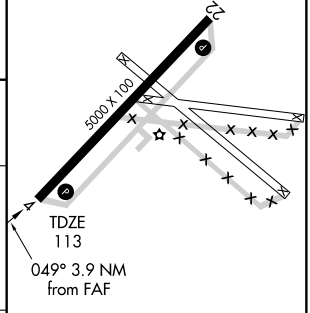
▼ ▲ NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase S-4 and Circling Cat. B visibility ¼ mile. Increase Cats. C/D visibility ½ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct RZO NDB and hold.

AWOS-3	MERIDIAN APP CON ★	UNICOM
119.475	119.2 348.7	122.8 (CTAF) Ⓛ







MIRL Rwy 4-22 Ⓛ

CATEGORY	A	B	C	D
S-4	760-1	647 (700-1)	760-1¾ 647 (700-1¾)	760-2 647 (700-2)
CIRCLING	760-1	647 (700-1)	760-1¾ 647 (700-1¾)	760-2 647 (700-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
045°	TDZE	113
	Apt Elev	113

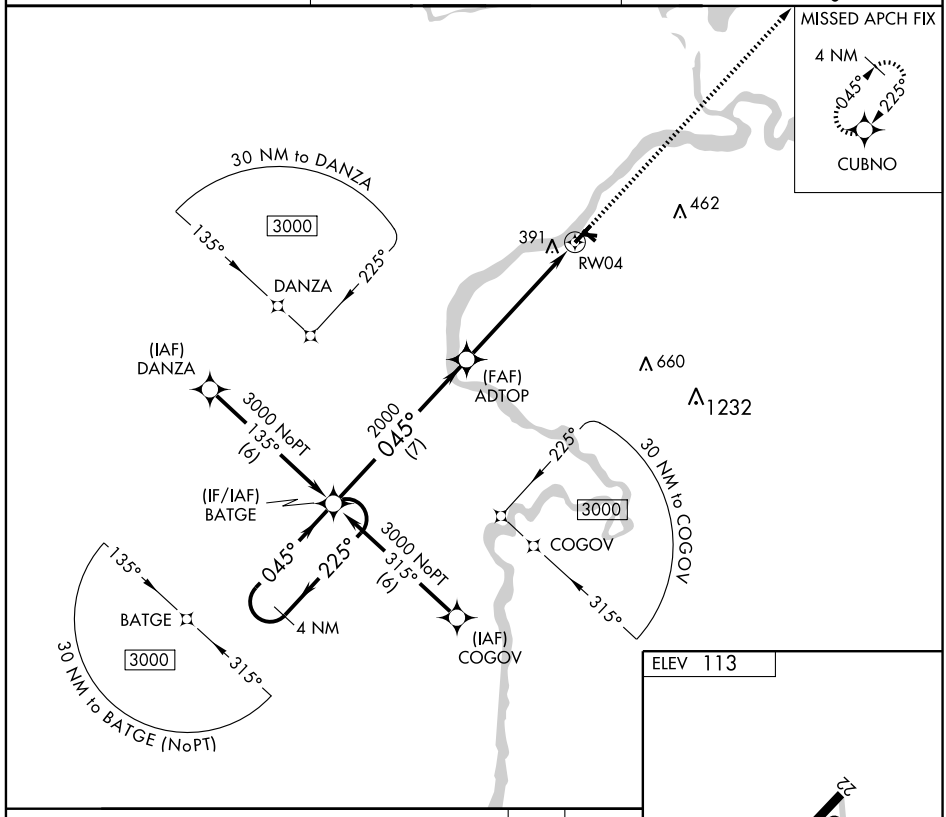
RNAV (GPS) RWY 4
DEMOPOLIS MUNI (DYA)

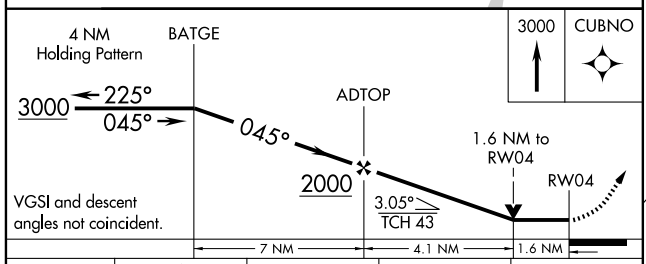
NA

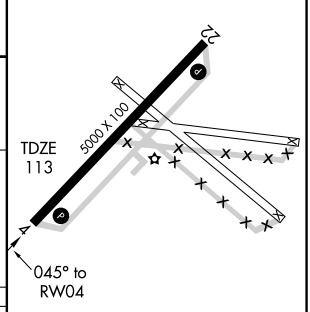
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase LNAV Cat. C/D visibility ½ mile. Increase Circling visibility Cat. B ¼ mile, Cat. C/D ½ mile. VDP NA when using Meridian altimeter setting.

MISSED APPROACH: Climb to 3000 direct CUBNO and hold.

AWOS-3	MERIDIAN APP CON★	UNICOM
119.475	119.2 348.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1	587 (600-1)	700-1½ 587 (600-1½)	700-1¾ 587 (600-1¾)
CIRCLING	760-1	647 (700-1)	760-1¾ 647 (700-1¾)	760-2 647 (700-2)

MIRL Rwy 4-22 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
225°	TDZE	110
	Apt Elev	113

RNAV (GPS) RWY 22

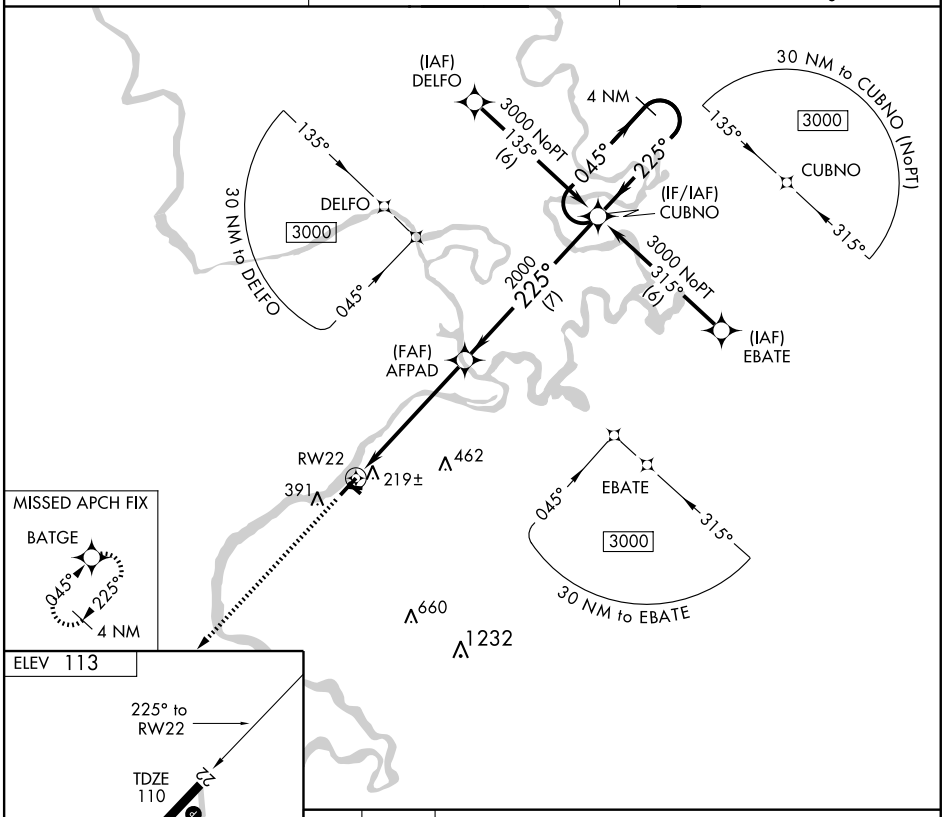
DEMOPOLIS MUNI (DYA)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase LNAV Cat. C visibility ½ mile, Cat. D ¼ mile. Increase Circling Cat. B visibility ¼ mile, Cat. C/D ½ mile. VDP NA when using Meridian altimeter setting.

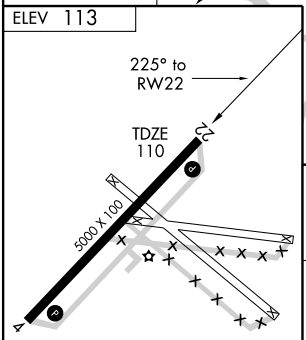
MISSED APPROACH: Climb to 3000 direct BATGE and hold.

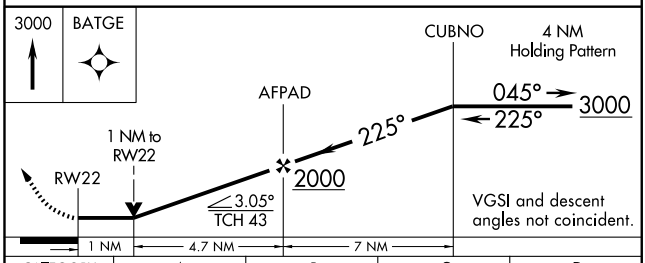
AWOS-3	MERIDIAN APP CON★	UNICOM
119.475	119.2 348.7	122.8 (CTAF) L



MISSED APCH FIX

ELEV 113





CATEGORY	A	B	C	D
LNAV MDA	480-1 370 (400-1)			480-1¼ 370 (400-1¼)
CIRCLING	760-1 647 (700-1)		760-1¾ 647 (700-1¾)	760-2 647 (700-2)

MIRL Rwy 4-22 L

SE-4, 03 JUN 2010 to 01 JUL 2010

09295

AIRPORT DIAGRAM

AL-123 (FAA)

DOTHAN RGNL (DHN)
DOTHAN, ALABAMA

ATIS
135.72
DOTHAN TOWER★
118.4 257.6
GND CON
121.7 348.6

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

D

31° 20′N

RWY 14-32
S75, D105, DT190
PCN 34 F/B/X/T

RWY 18-36
S75, D105, DT190
PCN 30 F/B/X/T

FIELD ELEV 401

14

137.7°

8498 X 150

ELEV 395

8L

182.8°

HANGAR

5500 X 100

WATER TANK 555

FIRE STATION

CONTROL TOWER

31° 19′N

317.7°

32

TERMINAL

0.3% UP

002.8°

ELEV 378

B

36

K

ELEV 382

VAR 2.8° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

85° 27.5′W

85° 27′W

85° 26.5′W

SE-4, 03 JUN 2010 to 01 JUL 2010

COPTER VOR 336°

DOTHAN RGNL (KDHN)

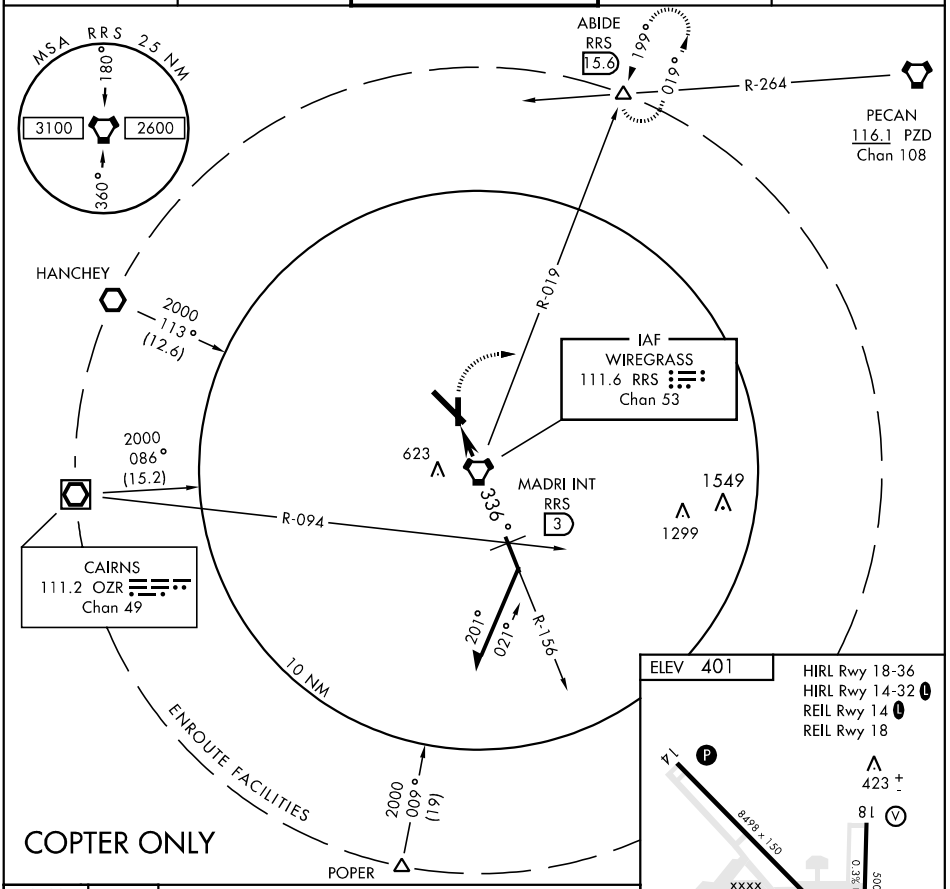
VORTAC RRS	APCH CRS	Rwy Idg	NA
111.6	336°	TDZE	378
Chan 53		Arpt Elev	401

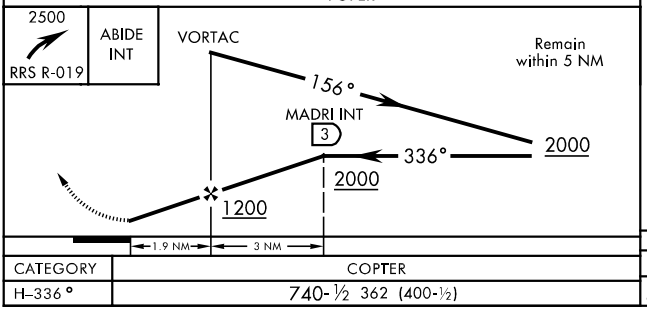
AL-123 [USA]

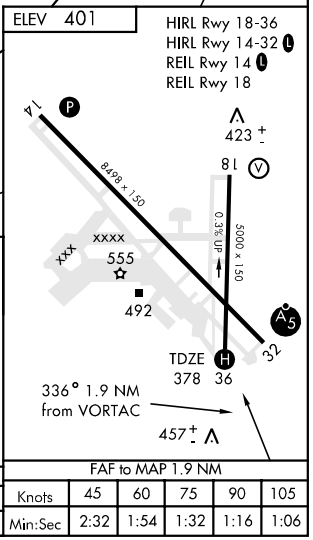
When control tower closed, obtain local altimeter setting on CTAF; when not received use Cairns altimeter setting and increase all MDAs 40 feet.
⚠ NA when FSS closed.

MISSED APPROACH: Climbing right turn to 2500 via RRS R-019 to ABIDE INT and hold; or when directed by ATC, climbing left turn to 2000 heading 240° within 10 NM.

ATIS	CAIRNS APP CON	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95







FAF to MAP 1.9 NM

CATEGORY	COPTER
H–336°	740-½ 362 (400-½)

Knots	45	60	75	90	105
Min:Sec	2:32	1:54	1:32	1:16	1:06

LOC/DME I-ODA	APP CRS	Rwy Idg	8498
110.75	136°	TDZE	400
Chan 44 (Y)		Apt Elev	400

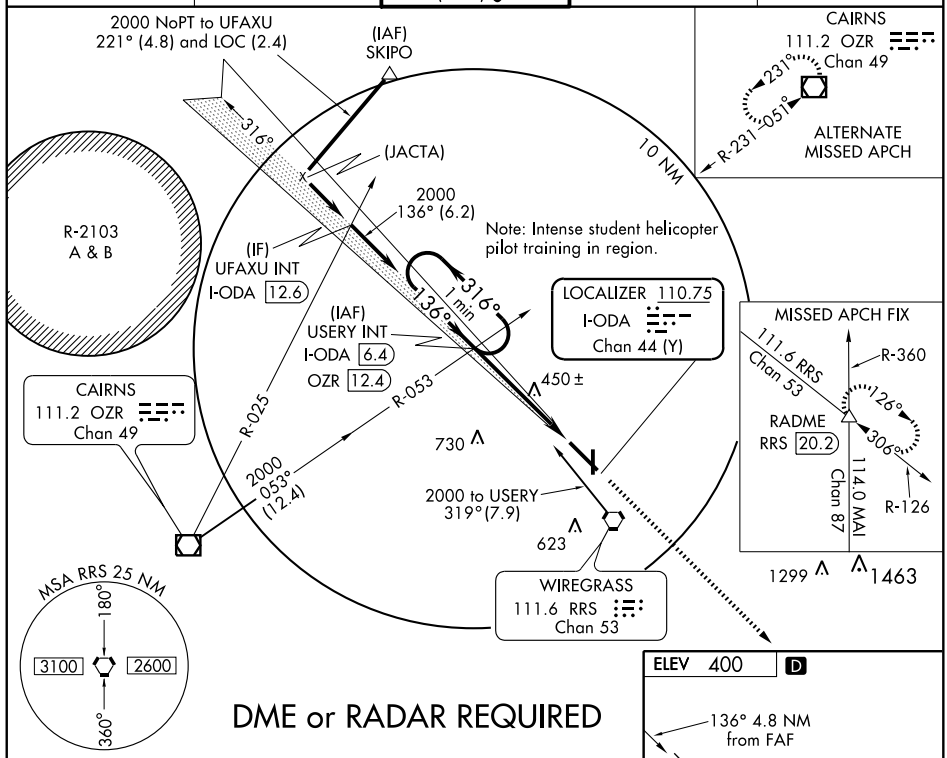
ILS or LOC RWY 14

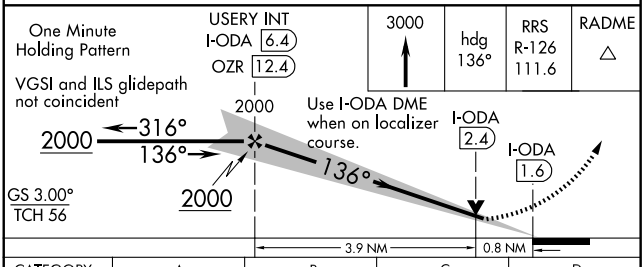
DOTHAN REGIONAL (DHN)

VDP NA when using Cairns altimeter setting.
When local altimeter setting not received, use Cairns altimeter setting and increase DA to 646, all MDAs 60 feet, and S-LOC 14 visibility Cat D ¼ mile.

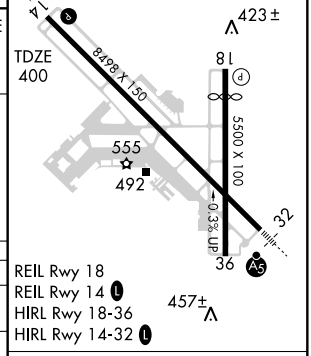
MISSED APPROACH: Climb to 3000 via heading 136° and via RRS VORTAC R-126 to RADME INT/ RRS 20.2 DME and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95





CATEGORY	A	B	C	D
S-ILS 14	600-¾ 200 (200-¾)			
S-LOC 14	700-1 300 (300-1)			
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)



FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-DHN	APP CRS	Rwy Idg	8498
108.3	316°	TDZE	381
		Apt Elev	401

ILS or LOC RWY 32

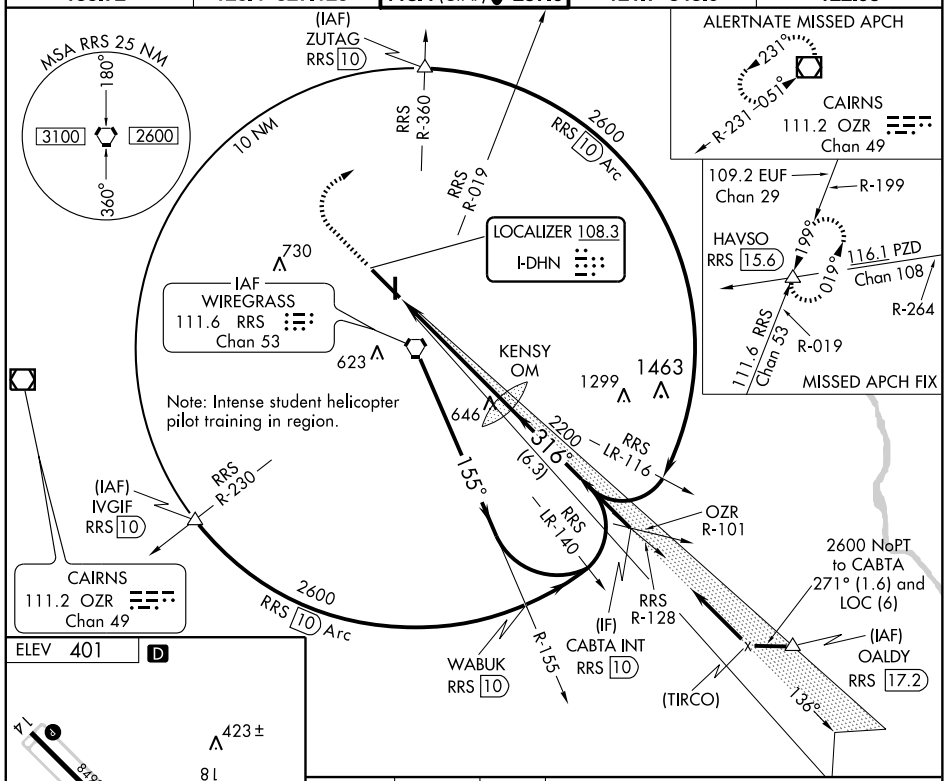
DOTHAN RGNL (DHN)

When local altimeter setting not received, use Cairns altimeter setting and increase DA to 627 and all MDAs 60 feet and increase visibility Cats C/D ¼ mile. * S-ILS 32 RVR 1800 authorized with the use of FD or AP or HUD to DA.

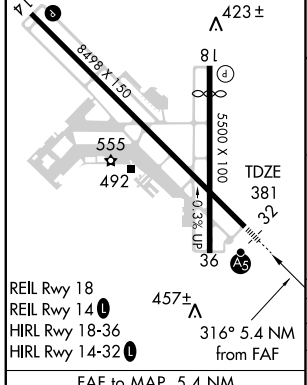
MALSR

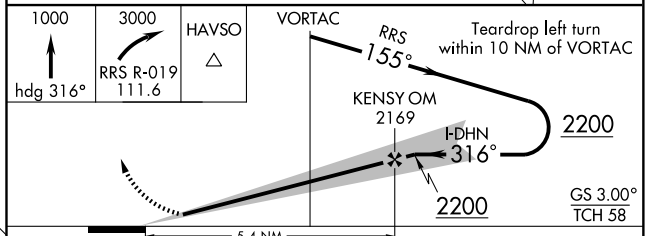
MISSED APPROACH: Climb to 1000 via hdg 316° then climbing right turn to 3000 via RRS VORTAC R-019 to HAVSO INT and hold.

ATIS	CAIRNS APP CON *	DOTHAN TOWER *	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95



SE-4. 03 JUN 2010 to 01 JUL 2010





CATEGORY	A	B	C	D
S-ILS 32		* 581/24 200 (200-½)		
S-LOC 32	960/24 579 (600-½)		960/50 579 (600-1)	960/60 579 (600-1¼)
CIRCLING	960-1 560 (600-1)		960-1½ 560 (600-1½)	980-2 580 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

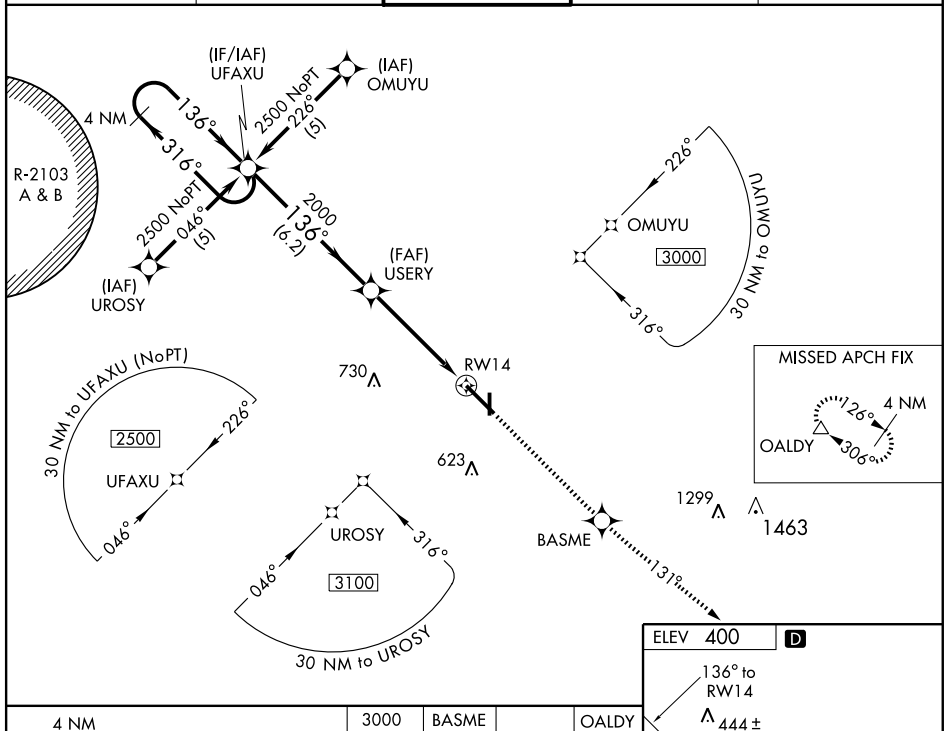
WAAS	APP CRS	Rwy Idg	8498
CH 86504	136°	TDZE	400
W14A		Apt Elev	400

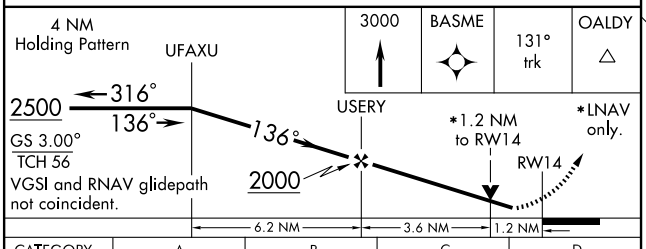
RNAV (GPS) RWY 14
DOTHAN RGNL (DHN)

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). VDP NA when using Cairns altimeter setting. Baro-VNAV NA when using Cairns altimeter setting. When local altimeter setting not received, use Cairns altimeter setting and increase LPV DA to 696, LNAV/VNAV DA to 830, all MDAs 60 feet and increase LPV, LNAV/VNAV all Cats and LNAV Cat C ¼ mile.

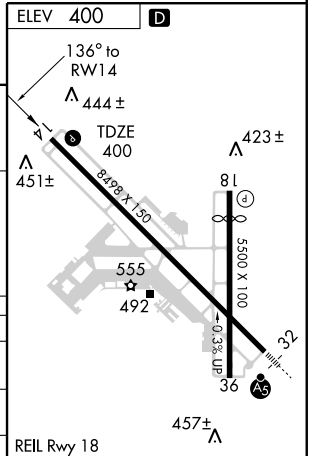
MISSED APPROACH: Climb to 3000 direct BASME and via 131° track to OALDY and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	650-¾ 250 (300-¾)			
LNAV/VNAV DA	784-1¼ 384 (400-1¼)			
LNAV MDA	760-1 360 (400-1)			760-1¼ 360 (400-1¼)
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)



SE-4, 03 JUN 2010 to 01 JUL 2010

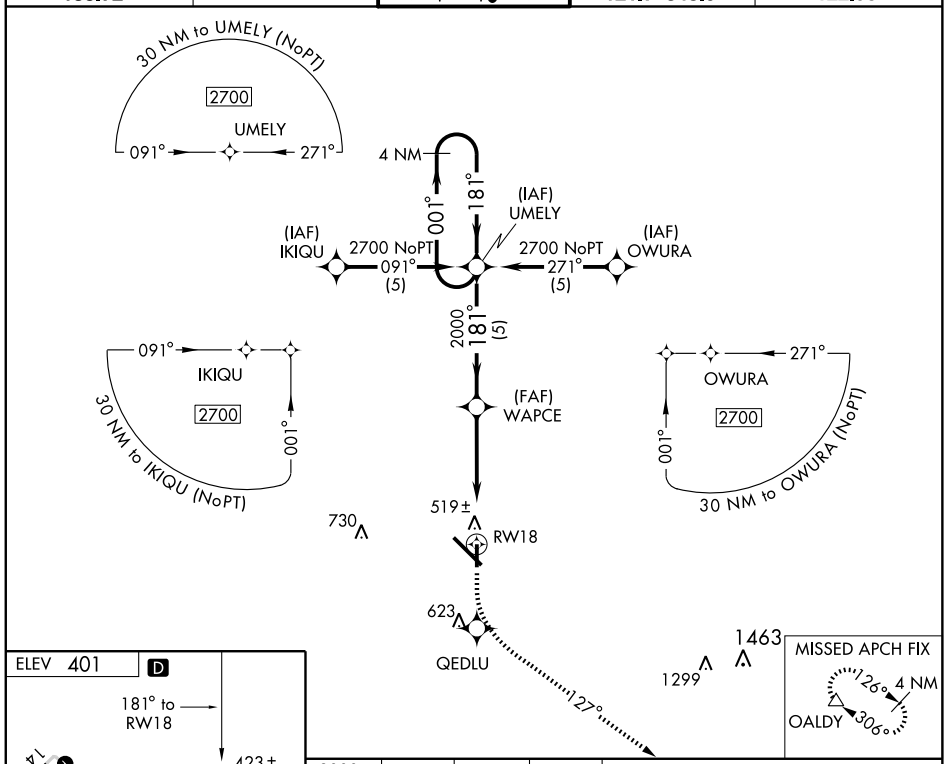
APP CRS	Rwy Idg	5000
181°	TDZE	395
	Apt Elev	401

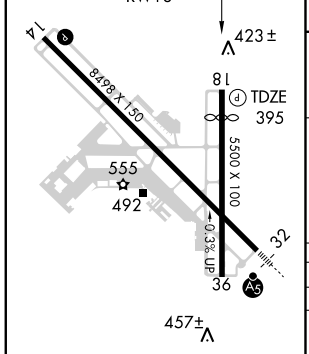
RNAV (GPS) RWY 18
DOTHAN RGNL (DHN)

NA When local altimeter setting not received, use Cairns altimeter setting and increase LNAV/VNAV DA to 746; All MDA 60 feet, and increase LNAV/VNAV all Cats and LNAV Cat D visibilities ¼ mile. DME/DME RNP-0.3 NA.Baro-VNAV NA below -16°C (4°F). Baro-VNAV NA when using Cairns altimeter setting.

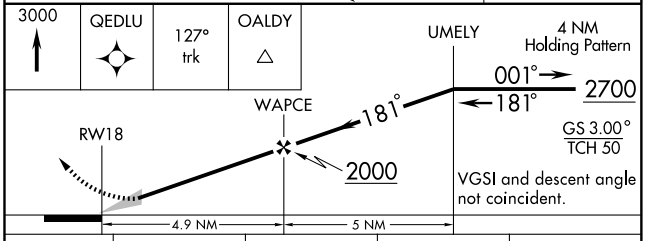
MISSED APPROACH: Climb to 3000 direct QEDLU and via 127° track to OALDY and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95





REIL Rwy 18
REIL Rwy 14 L
HIRL Rwy 18-36
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
GLS (PA)	NA			
LNAV/ VNAV DA	700-1 305 (300-1)			
LNAV MDA	800-1 405 (400-1)		800-1¼ 405 (400-1¼)	
CIRCLING	860-1 459 (500-1)		860-1½ 459 (500-1½)	980-2 579 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8498
CH 93704	316°	TDZE	381
W32A		Apt Elev	400

RNAV (GPS) RWY 32

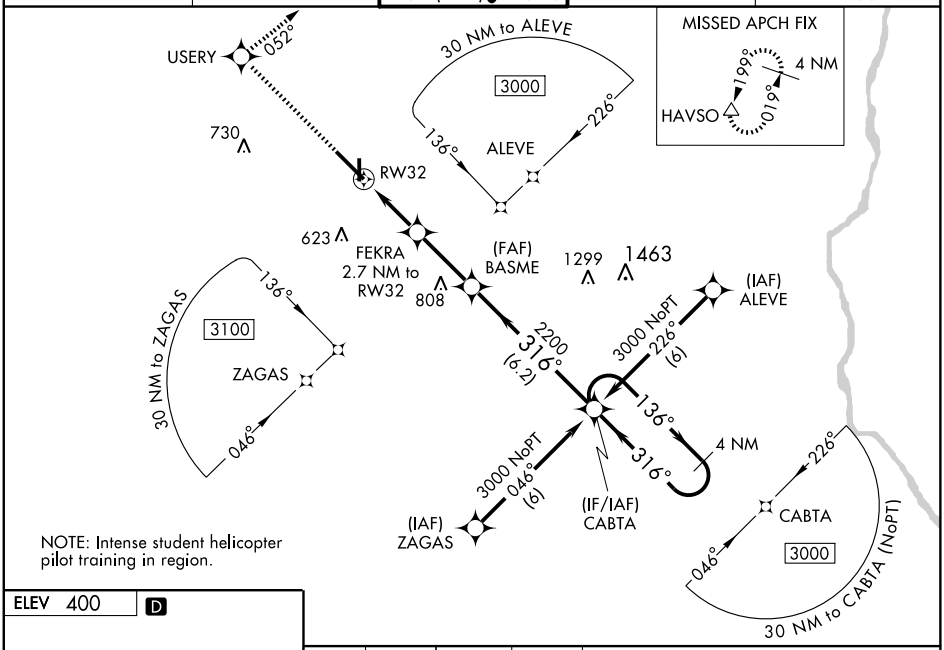
DOTHAN RGNL (DHN)

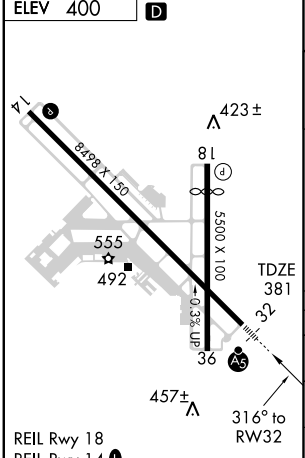
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Cairns altimeter setting and increase LPV DA to 677, LNAV/VNAV DA to 753, all MDAs 60 feet and increase visibility LNAV/VNAV all Cats and LNAV Cat C ¼ mile. When using Cairns altimeter setting increase LPV all Cats visibility ½ mile. Baro-VNAV NA when using Cairns altimeter setting. VDP NA when using Cairns altimeter setting.

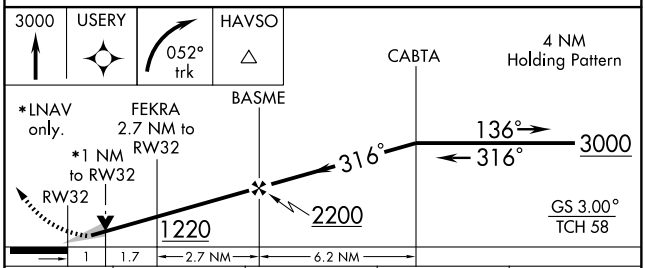
MALSR

MISSED APPROACH: Climb to 3000 direct USERY and right turn via 052° track to HAVSO and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95







CATEGORY	A	B	C	D
LPV DA	631/24 250 (300-½)			
LNAV/VNAV DA	707/24 326 (400-½)			707/40 326 (400-¾)
LNAV MDA	760/24 379 (400-½)			760/50 379 (400-1)
CIRCLING	860-1 460 (500-1)		860-1½ 460 (500-1½)	980-2 580 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC RRS	APP CRS	Rwy Idg	N/A
111.6 Chan 53	334°	TDZE	N/A
		Apt Elev	400

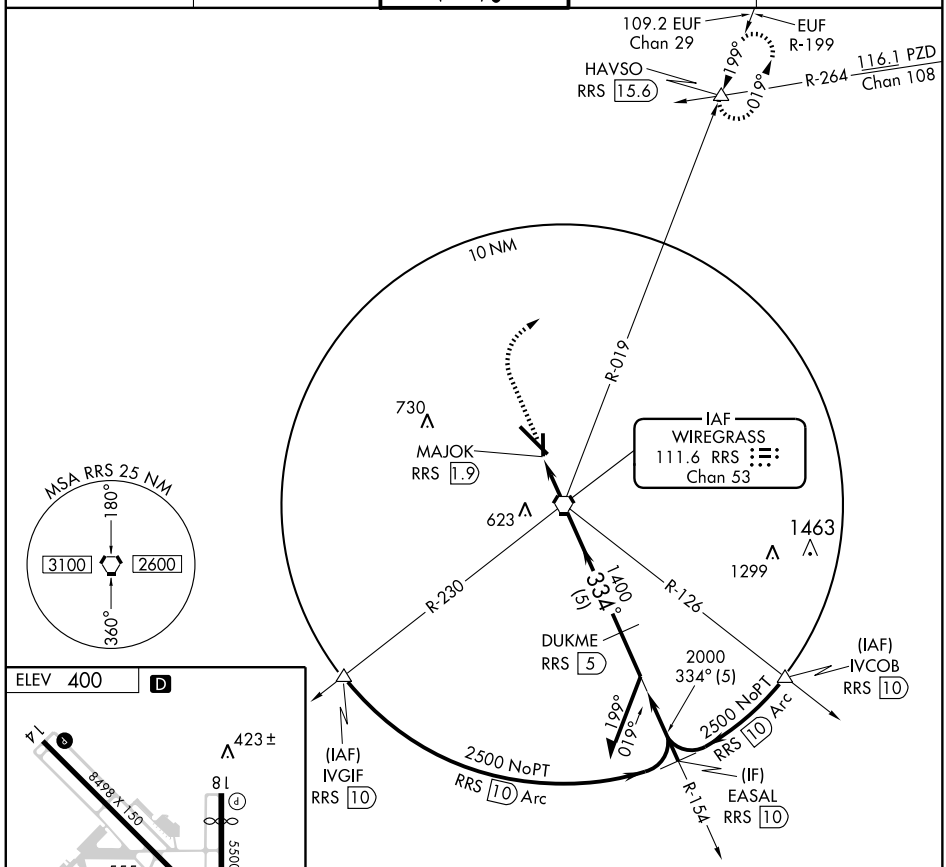
VOR or TACAN-A

DOTHAN RGNL (DHN)

When local altimeter setting not received, use Cairns altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 090° and RRS VORTAC R-019 to HAVSO INT/RRS 15.6 DME and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95



FAF to MAP 1.9 NM

Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

CATEGORY	A	B	C	D
CIRCLING	860-1	460 (500-1)	860-1½ 460 (500-1½)	980-2 580 (600-2)

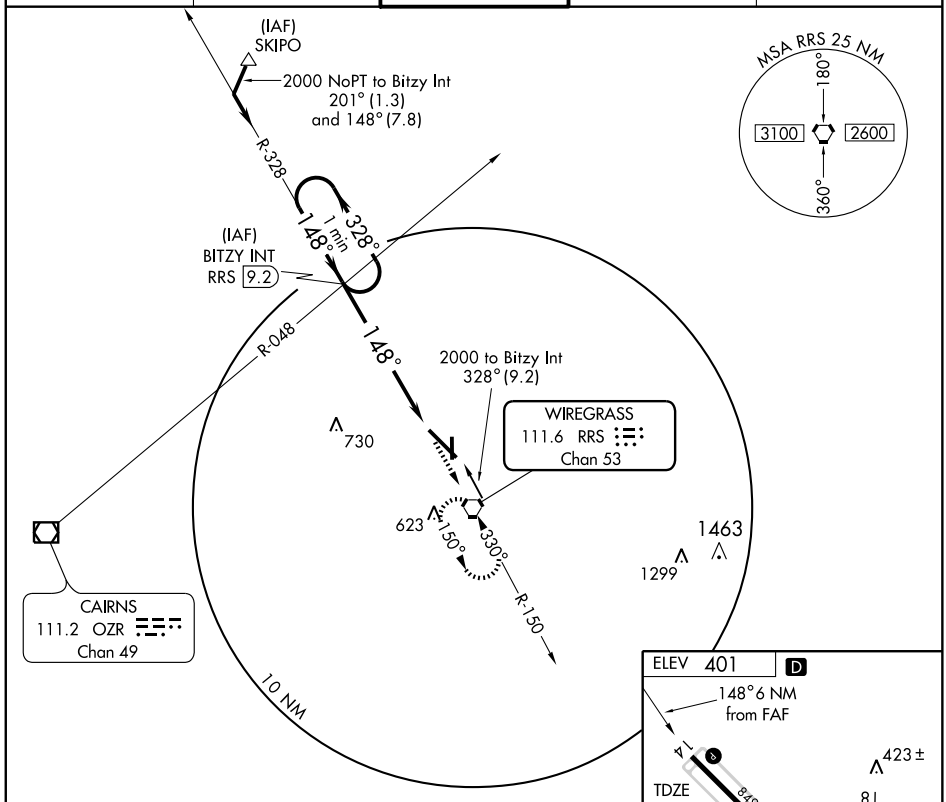
SE-4, 03 JUN 2010 to 01 JUL 2010

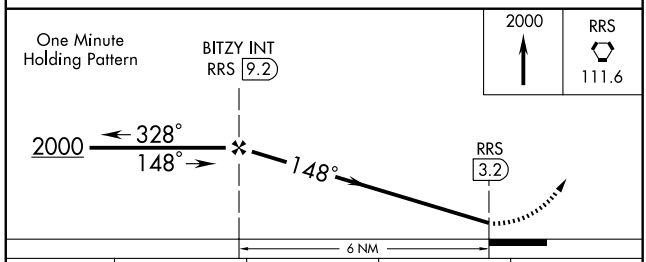
VORTAC RRS	APP CRS	Rwy Idg	8498
111.6	148°	TDZE	401
Chan 53		Apt Elev	401

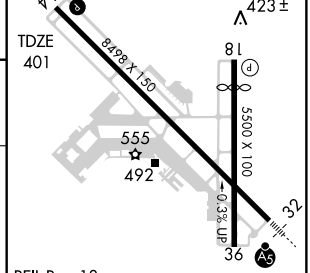
VOR RWY 14
DOTHAN RGNL (DHN)

MISSED APPROACH: Climb to 2000 direct RRS VORTAC and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95







CATEGORY	A	B	C	D
S-14	820-1	419 (500-1)	820-1¼	419 (500-1¼)
CIRCLING	860-1	459 (500-1)	860-1½ 459 (500-1½)	980-2 579 (600-2)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

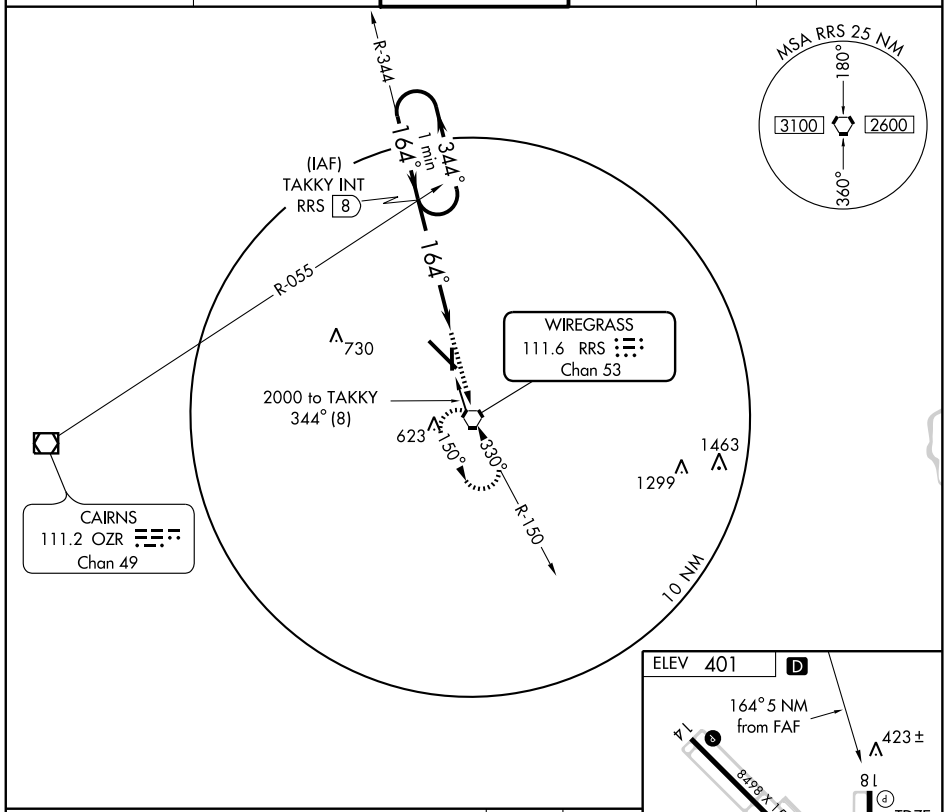
SE-4, 03 JUN 2010 to 01 JUL 2010

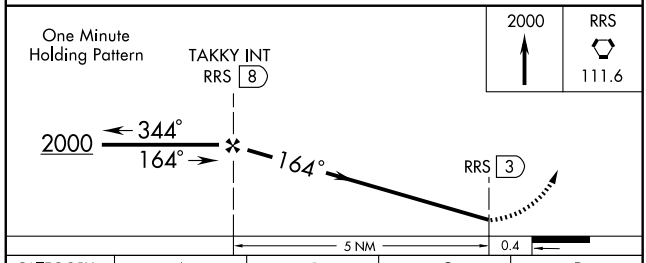
VORTAC RRS	APP CRS	Rwy Idg	5000
111.6	164°	TDZE	395
Chan 53		Apt Elev	401

VOR RWY 18
DOTHAN RGNL (DHN)

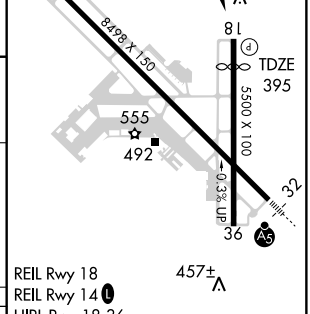
MISSED APPROACH: Climb to 2000 direct RRS VORTAC and hold.

ATIS	CAIRNS APP CON ★	DOTHAN TOWER ★	GND CON	UNICOM
135.72	125.4 327.125	118.4 (CTAF) L 257.6	121.7 348.6	122.95





2000	RRS
	111.6



CATEGORY	A	B	C	D
S-18	820-1 425 (500-1)		820-1¼ 425 (500-1¼)	
CIRCLING	860-1 459 (500-1)		860-1½ 459 (500-1½)	980-2 579 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 72614 W05A	APP CRS 055°	Rwy Idg 5080 TDZE 360 Apt Elev 361

RNAV (GPS) RWY 5

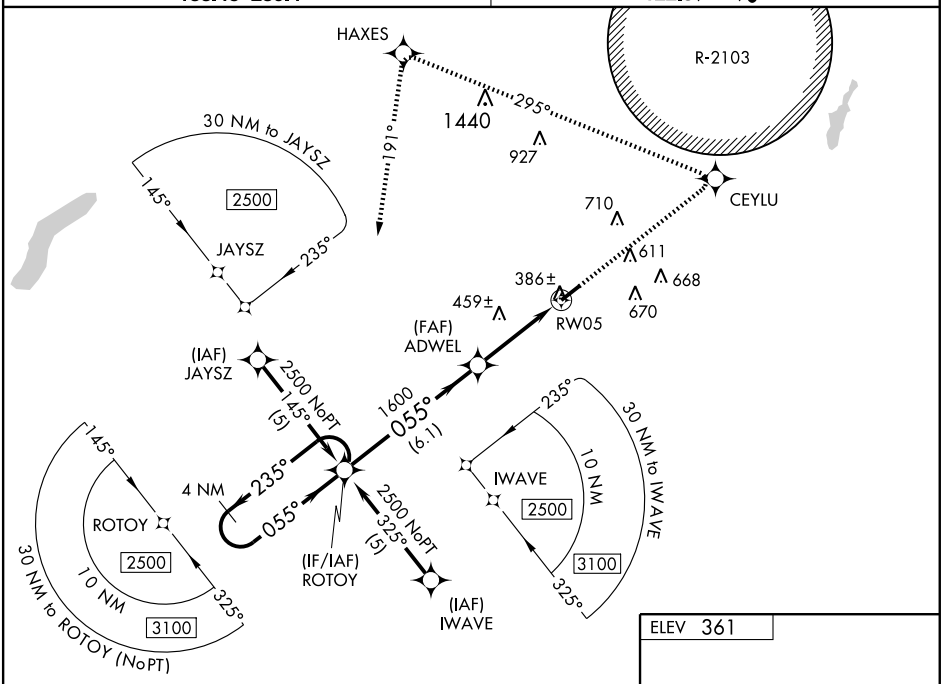
ENTERPRISE MUNI (EDN)

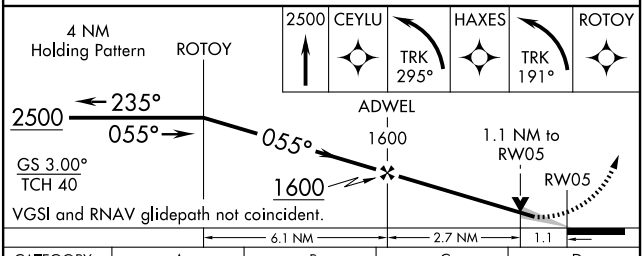
Baro-VNAV NA when using Cairns AAF (Fort Rucker) altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF, when not received, use Cairns AAF (Fort Rucker) altimeter setting and increase LPV DA to 642 feet, LNAV/VNAV DA to 688 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

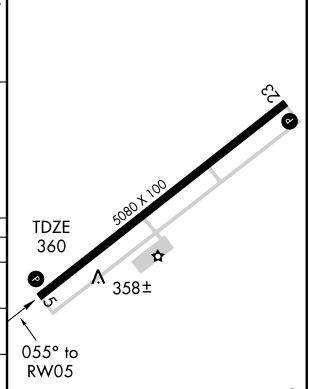
▼ NA

MISSED APPROACH: Climb to 2500 direct CEYLU and left turn via track 295° to HAXES and left turn via track 191° to ROTOY and hold.

CAIRNS APP CON ★	UNICOM
133.45 239.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	610-1 250 (300-1)			NA
LNAV/VNAV DA	656-1 296 (300-1)			NA
LNAV MDA	720-1 360 (400-1)			NA
CIRCLING	820-1 459 (500-1)		820-1½ 459 (500-1½)	NA

REIL Rwys 5 and 23 L

MIRL Rwy 5-23 L

VOR EDN 116.6	APP CRS 065°	Rwy Idg 5080 TDZE 360 Apt Elev 361

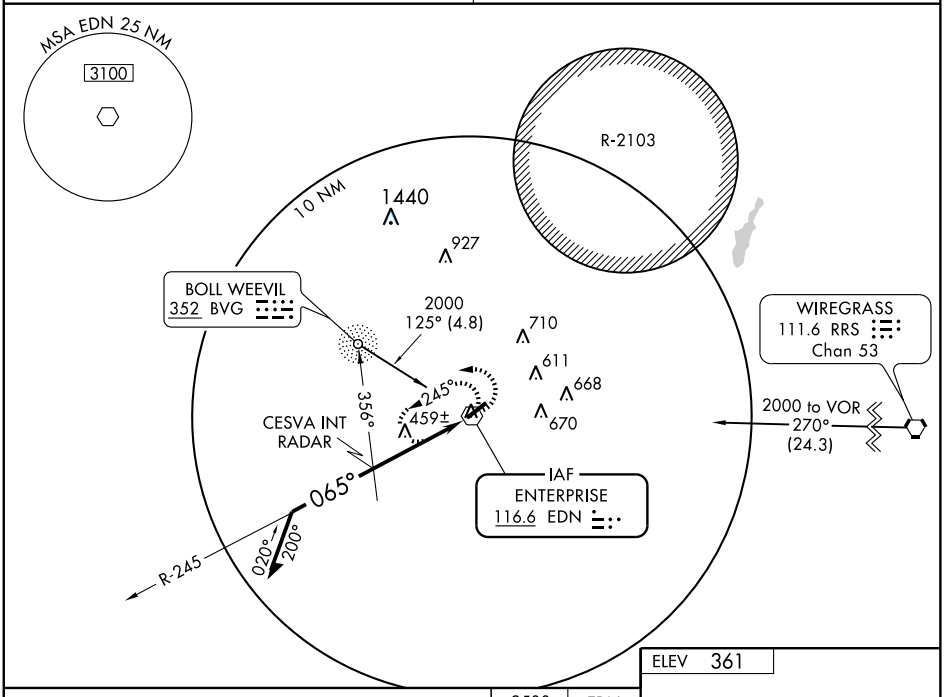
VOR RWY 5
ENTERPRISE MUNI (EDN)

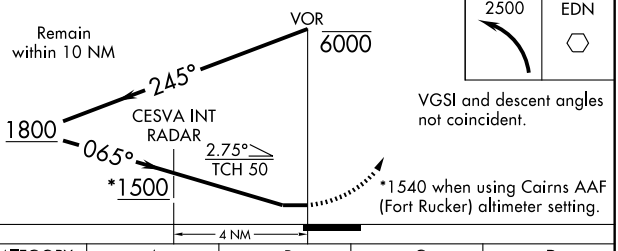
ADF or RADAR Required. Obtain local altimeter setting on CTAF; when not received, use Cairns AAF (Fort Rucker) altimeter setting and increase all MDA 40 feet.

NA

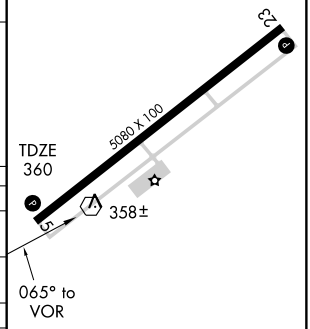
MISSED APPROACH: Climbing left turn to 2500 in EDN VOR holding pattern.

CAIRNS APP CON ★	UNICOM
133.45 239.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-5	1500-1¼ 1140 (1200-1¼)	1500-1½ 1140 (1200-1½)	1500-3 1140 (1200-3)	NA
CIRCLING	1500-1¼ 1139 (1200-1¼)	1500-1½ 1139 (1200-1½)	1500-3 1139 (1200-3)	NA
	CESVA INT/RADAR MINIMUMS			
S-5	780-1 420 (500-1)		780-1¼ 420 (500-1¼)	NA
CIRCLING	820-1 459 (500-1)		820-1½ 459 (500-1½)	NA



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
184°	TDZE	285
	Apt Elev	285

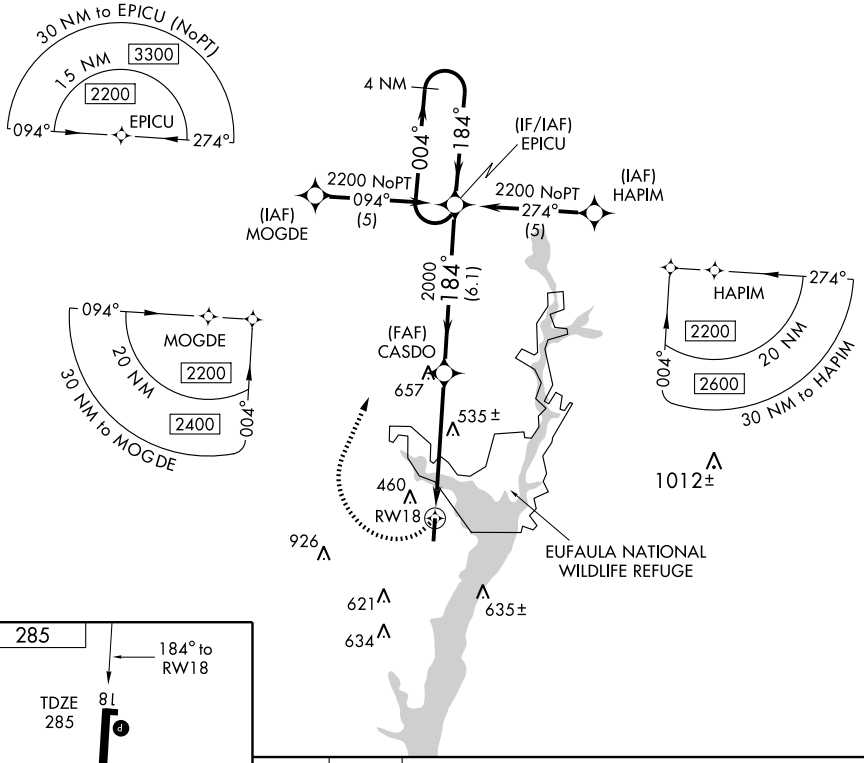
RNAV (GPS) RWY 18

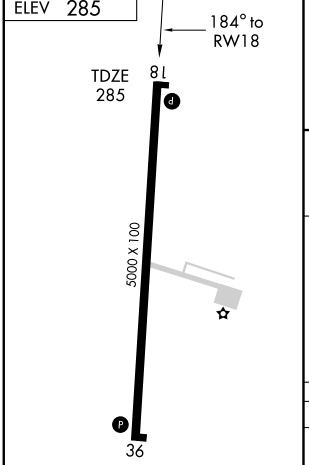
EUFAULA/ WEEDON FIELD (EUF)

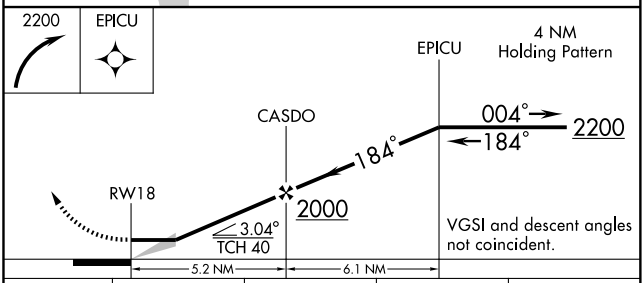
Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet, and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct EPICU and hold.

CLAYTON AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
118.775	125.5 323.1	134.25 339.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	900-1 615 (700-1)		900-1¾ 615 (700-1¾)	900-2 615 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)

SE-4. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
004°	TDZE	285
	Apt Elev	285

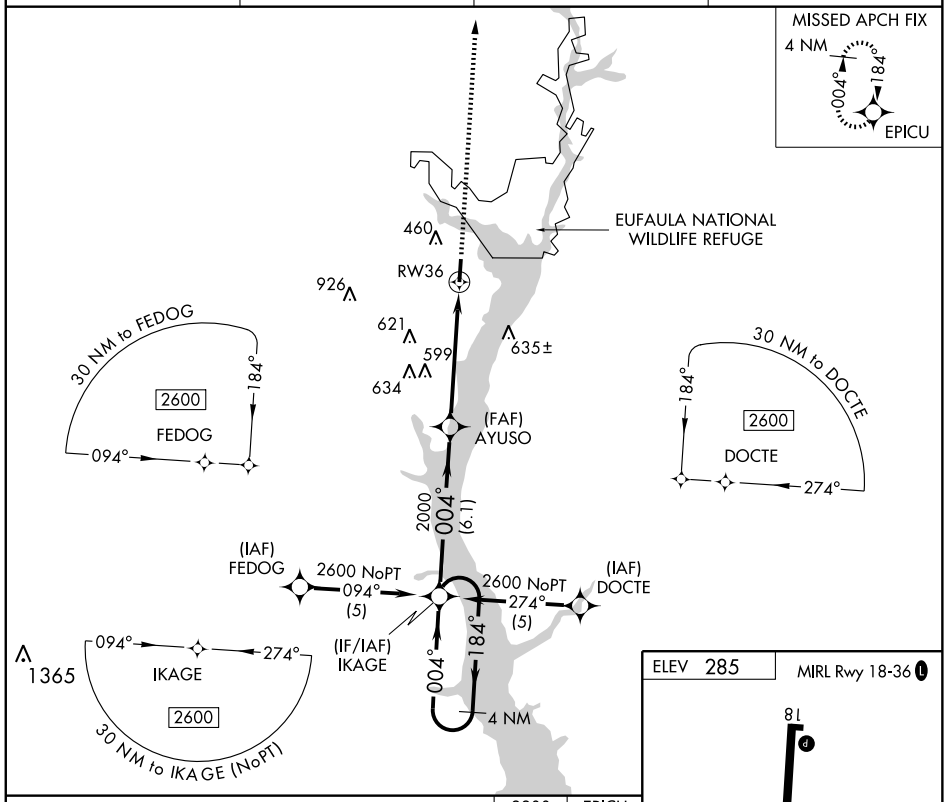
RNAV (GPS) RWY 36

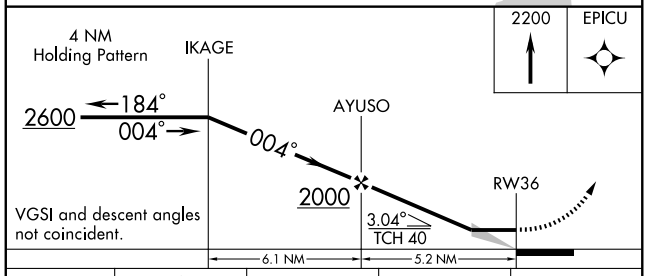
EUFAULA/ WEEDON FIELD (EUF)

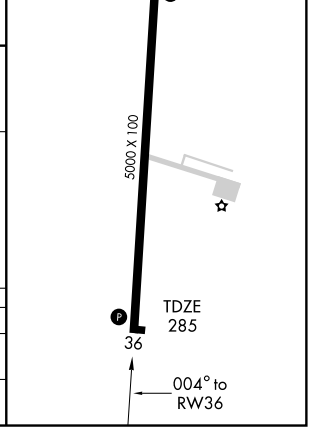
Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct EPICU and hold.

CLAYTON AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
118.775	125.5 323.1	134.25 339.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	960-1 675 (700-1)		960-2 675 (700-2)	960-2¼ 675 (700-2¼)
CIRCLING	960-1 675 (700-1)		960-2 675 (700-2)	960-2¼ 675 (700-2¼)

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC EUF	APP CRS	Rwy Idg	5000
109.2	356°	TDZE	285
Chan 29		Apt Elev	285

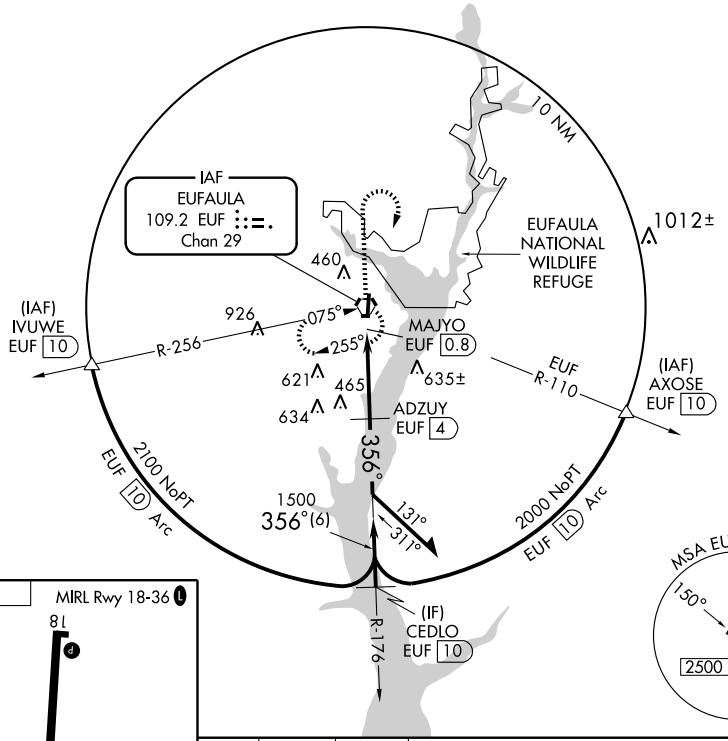
VOR/DME RWY 36

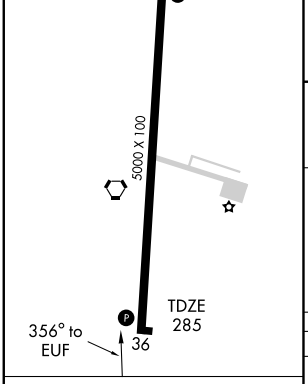
EUFAULA/ WEEDON FIELD (EUF)

Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and S-36 Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

CLAYTON AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
118.775	125.5 323.1	134.25 339.8	122.8 (CTAF) L

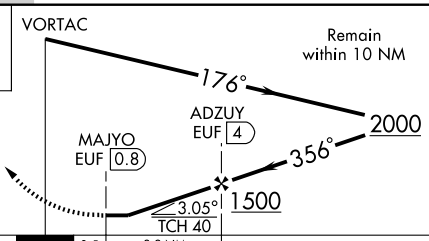




Knots	60	90	120	150	180
Min:Sec					

1500	2000	EUF
		109.2

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-36	780-1 495 (500-1)		780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC EUF	APP CRS	Rwy Idg	5000
109.2	187°	TDZE	285
Chan 29		Apt Elev	285

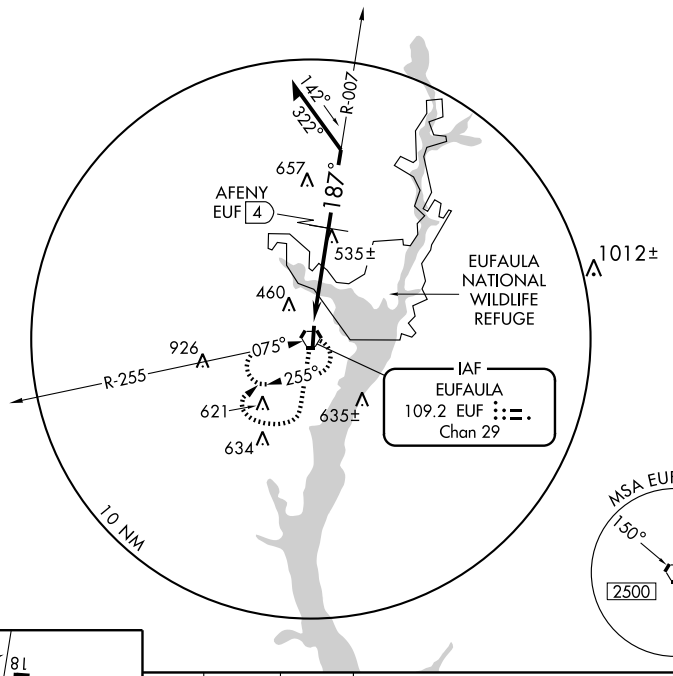
VOR RWY 18

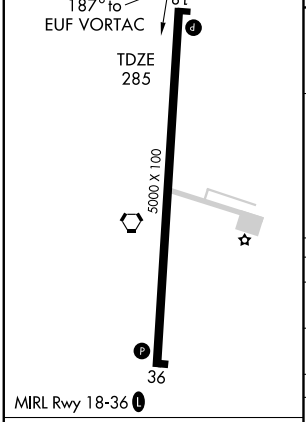
EUFAULA/ WEEDON FIELD (EUF)

Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and AFENY Fix Minimums Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

CLAYTON AWOS-3	ATLANTA APP CON ★	CLNC DEL	UNICOM
118.775	125.5 323.1	134.25 339.8	122.8 (CTAF) L

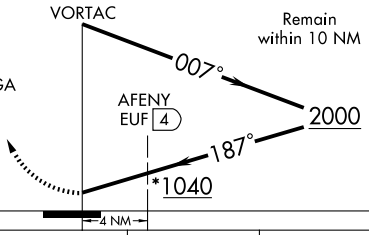




Knots	60	90	120	150	180
Min:Sec					

1500	2000	EUF
		109.2

*1080 when using Columbus, GA altimeter setting.



CATEGORY	A	B	C	D
S-18	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2¼ 755 (800-2¼)	1040-2½ 755 (800-2½)
CIRCLING	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2¼ 755 (800-2¼)	1040-2½ 755 (800-2½)
AFENY FIX MINIMUMS				
S-18	900-1 615 (700-1)		900-1¾ 615 (700-1¾)	900-2 615 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS		
003°	Rwy Idg	4002
	TDZE	259
	Apt Elev	259

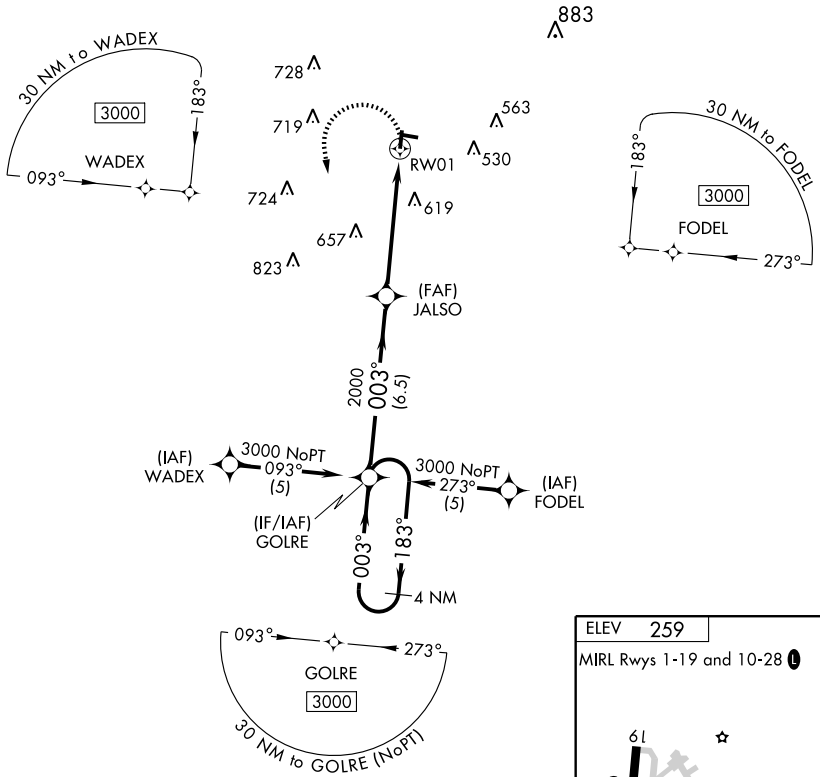
RNAV (GPS) RWY 1

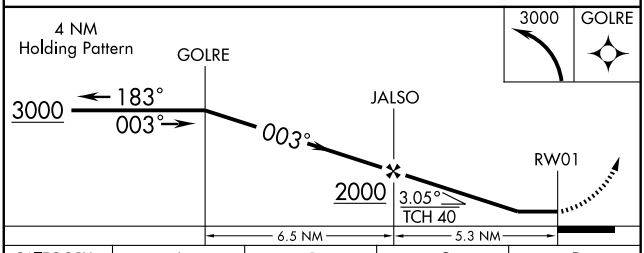
EVERGREEN/ MIDDLETON FIELD (GZH)

Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ mile and Cat. D ½ mile.

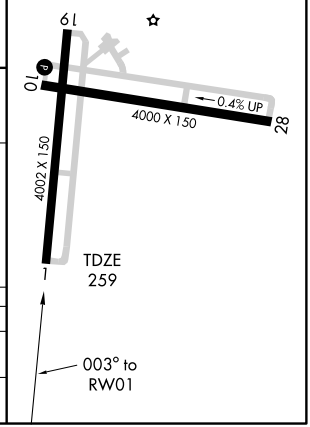
MISSED APPROACH: Climbing left turn to 3000 direct GOLRE and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	880-1	621 (700-1)	880-1¾ 621 (700-1¾)	880-2 621 (700-2)
CIRCLING	920-1	661 (700-1)	920-1¾ 661 (700-1¾)	920-2 661 (700-2)



APP CRS	Rwy Idg	4000
097°	TDZE	259
	Apt Elev	259

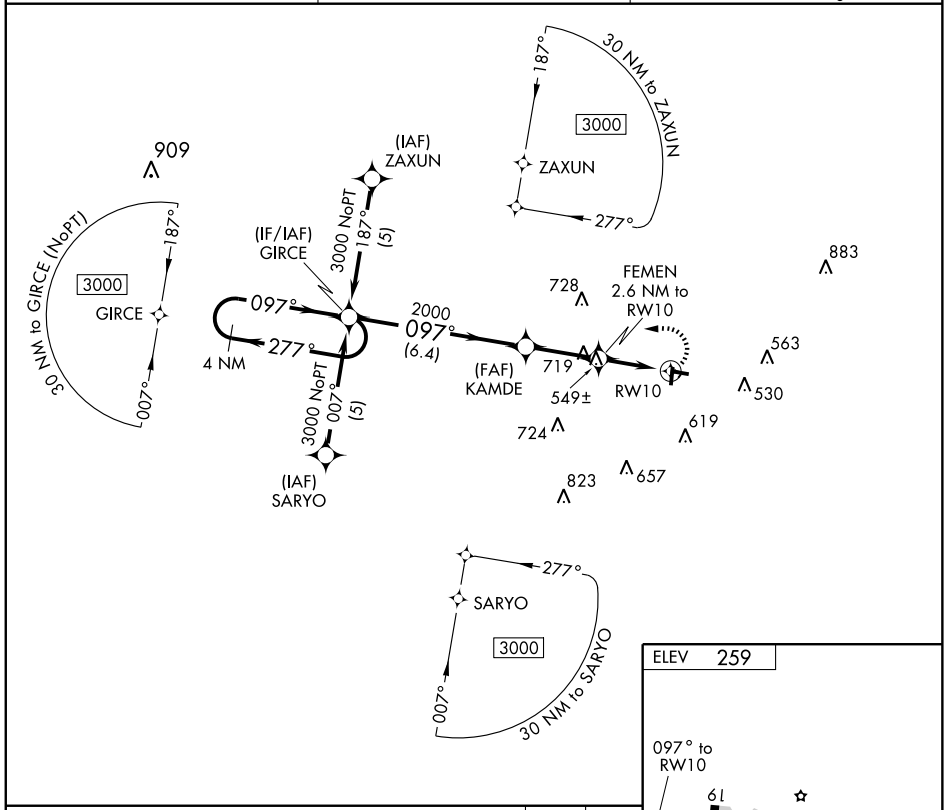
RNAV (GPS) RWY 10

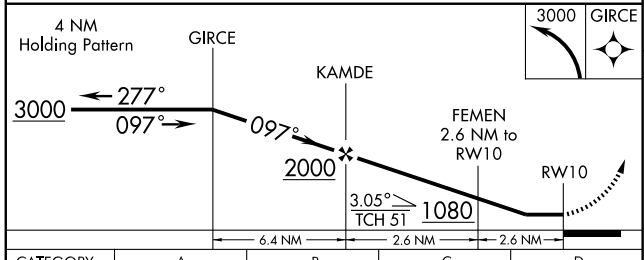
EVERGREEN/ MIDDLETON FIELD (GZH)

When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ and Cat. D ½ mile.

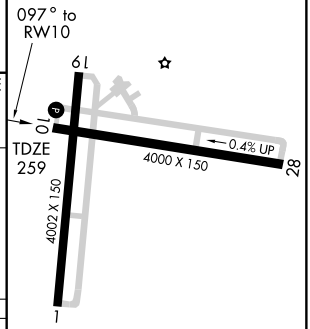
MISSED APPROACH: Climbing left turn to 3000 direct GIRCE and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	800-1 541 (600-1)		800-1½ 541 (600-1½)	800-1¾ 541 (600-1¾)
CIRCLING	800-1 541 (600-1)		800-1½ 541 (600-1½)	920-2 661 (700-2)



MIRL Rwys 1-19 and 10-28 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4002
183°	TDZE	259
	Apt Elev	259

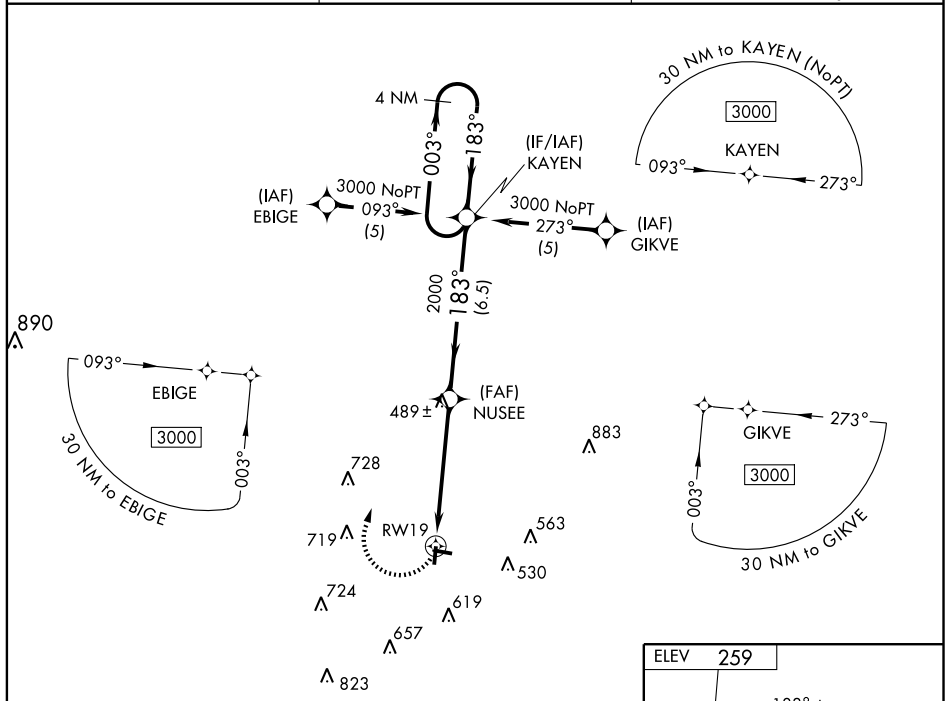
RNAV (GPS) RWY 19

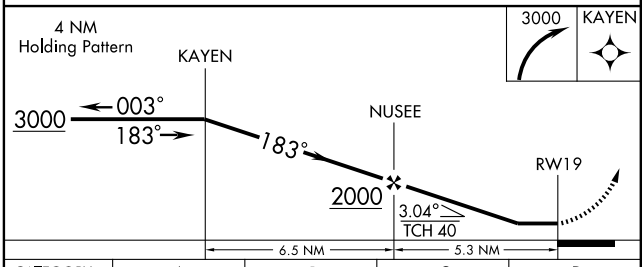
EVERGREEN/ MIDDLETON FIELD (GZH)

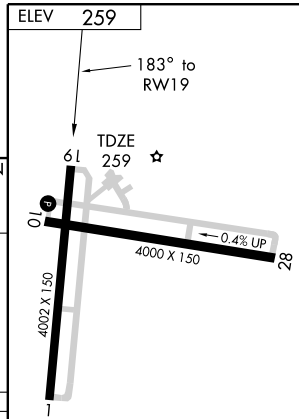
Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH: Climbing right turn to 3000 direct KAYEN and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	740-1	481 (500-1)	740-1¼ 481 (500-1¼)	740-1½ 481 (500-1½)
CIRCLING	800-1	541 (600-1)	800-1½ 541 (600-1½)	920-2 661 (700-2)

MIRL Rwys 1-19 and 10-28 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
278°	TDZE	258
	Apt Elev	259

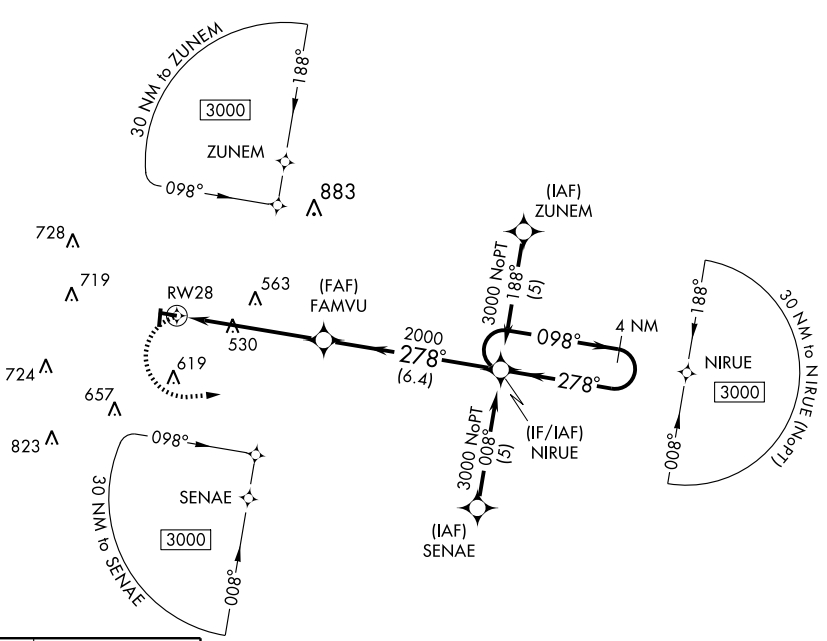
RNAV (GPS) RWY 28

EVERGREEN/MIDDLETON FIELD (GZH)

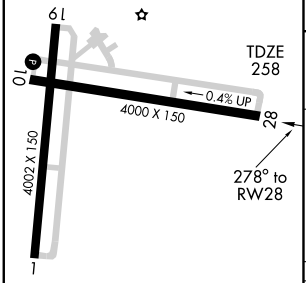
Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ mile and Cat. D ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct NIRUE and hold.

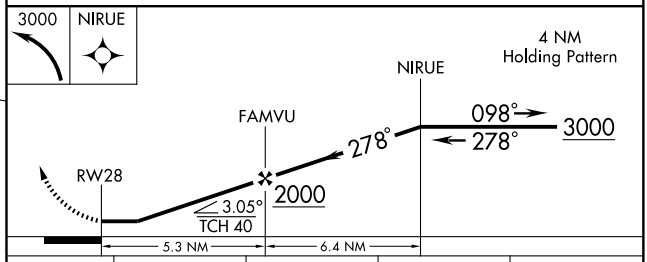
ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L



ELEV 259



MIRL Rwys 1-19 and 10-28 L



CATEGORY	A	B	C	D
LNAV MDA	800-1 542 (600-1)		800-1½ 542 (600-1½)	800-1¾ 542 (600-1¾)
CIRCLING	800-1 541 (600-1)		800-1½ 541 (600-1½)	920-2 661 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC MVC	APP CRS	Rwy Idg	4000
116.8	095°	TDZE	259
Chan 115		Apt Elev	259

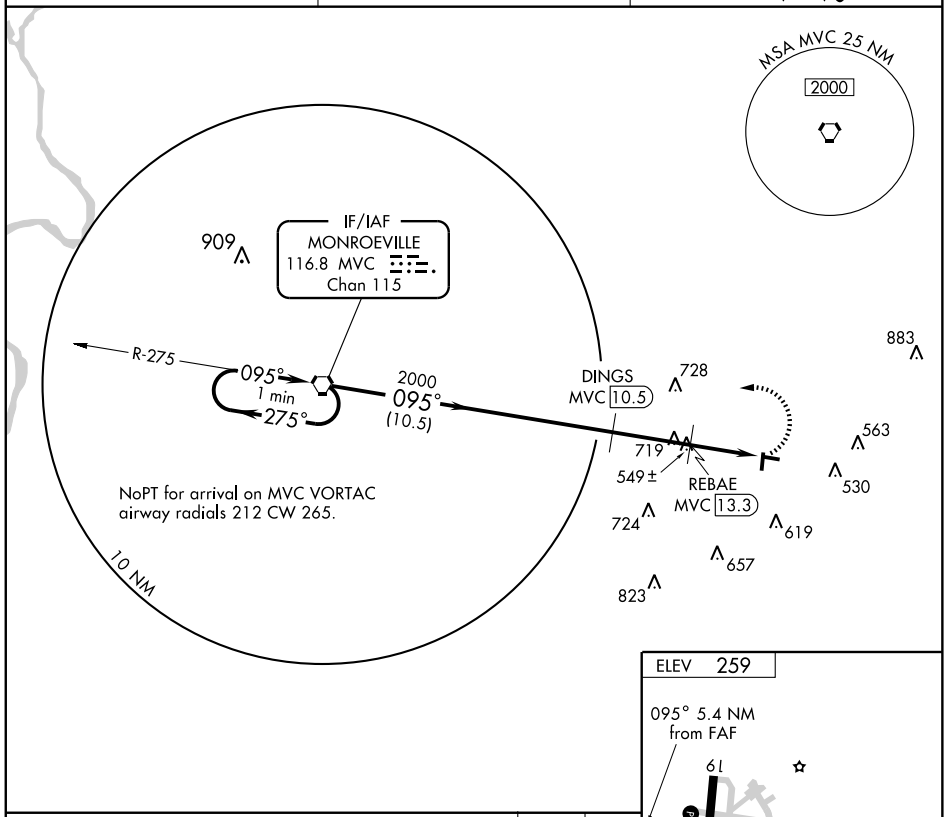
VOR/DME RWY 10

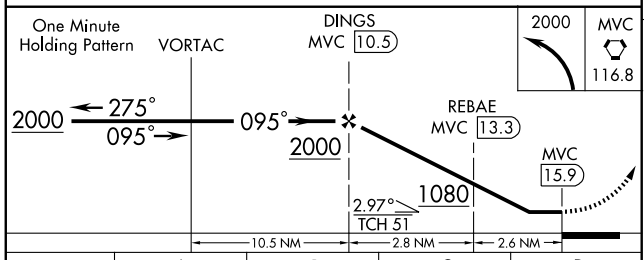
EVERGREEN/ MIDDLETON FIELD (GZH)

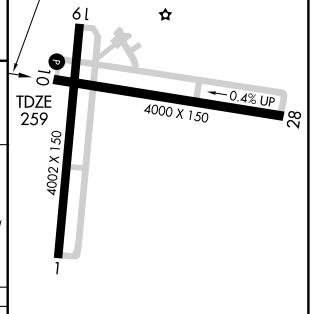
When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, S-10 visibility Cat. C/D ¼ mile, Circling visibility Cat. C ¼ and Cat. D ½ mile.

MISSED APPROACH: Climbing left turn to 2000 direct MVC VORTAC and hold.

ASOS	JACKSONVILLE CENTER	UNICOM
133.425	120.2 346.4	122.7 (CTAF) L







MIRL Rwys 1-19 and 10-28 L

CATEGORY	A	B	C	D
S-10	800-1	541 (600-1)	800-1½ 541 (600-1½)	800-1¾ 541 (600-1¾)
CIRCLING	800-1	541 (600-1)	800-1½ 541 (600-1½)	920-2 661 (700-2)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 93513 W01A	APP CRS 010°	Rwy ldg 6604 TDZE 87 Apt Elev 91

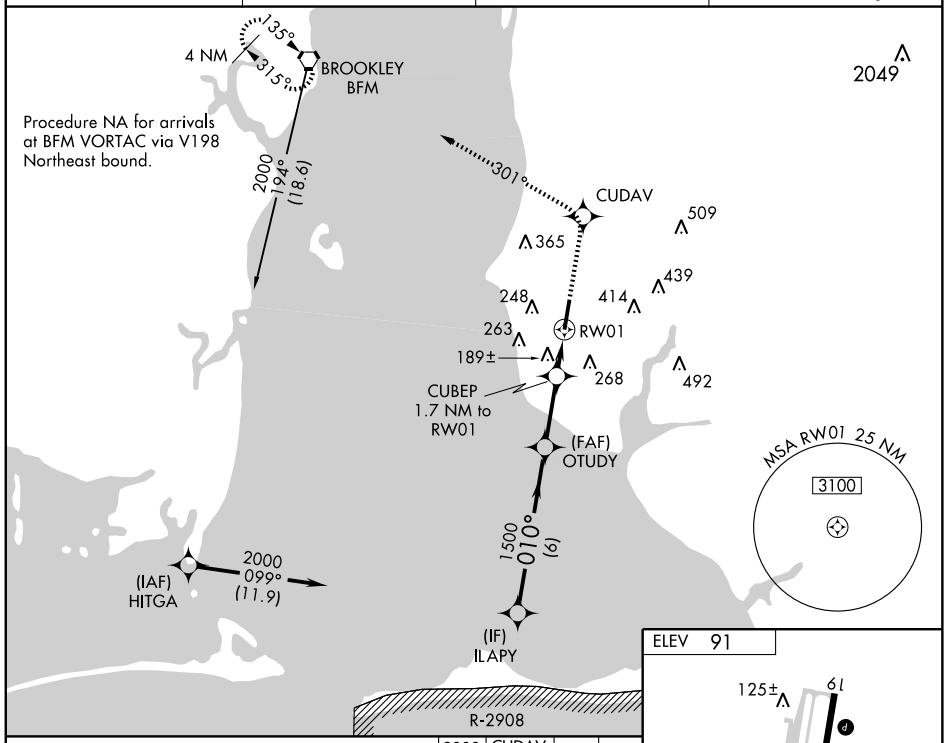
RNAV (GPS) RWY 1

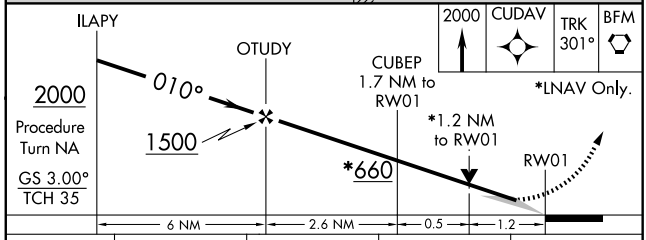
FAIRHOPE/ H L SONNY CALLAHAN (4R4)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Downtown altimeter setting and increase LPV DA 42 feet, LNAV/VNAV DA 132 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Mobile Downtown altimeter setting.

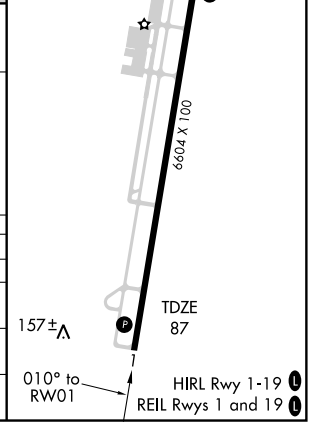
MISSED APPROACH: Climb to 2000 direct CUDAV and via track 301° to BFM VORTAC and hold.

AWOS-3	MOBILE DOWNTOWN ASOS	MOBILE APP CON ★	UNICOM
118.425	135.575	118.5 269.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	337-1 250 (300-1)			
LNAV/ VNAV DA	427-1¼ 340 (400-1¼)			
LNAV MDA	500-1 413 (500-1)		500-1¼ 413 (500-1¼)	
CIRCLING	560-1 469 (500-1)		620-1½ 529 (600-1½)	660-2 569 (600-2)



SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH **99313** **W19A**	APP CRS **190°**	Rwy ldg **6604** TDZE **91** Apt Elev **91**

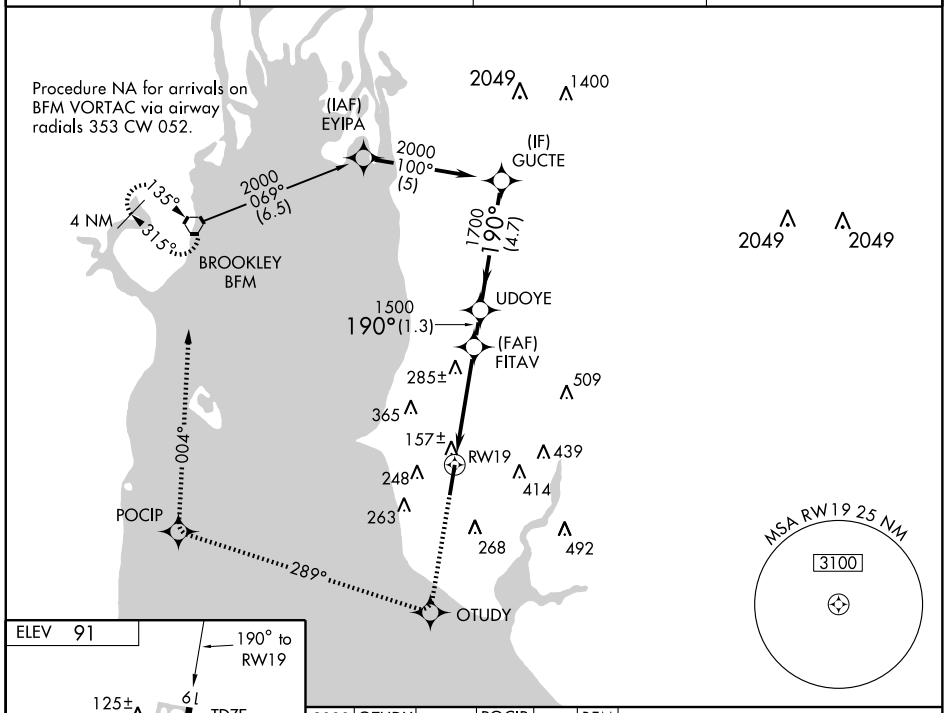
RNAV (GPS) RWY 19

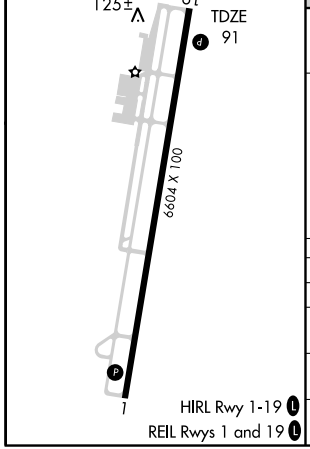
FAIRHOPE/ H L SONNY CALLAHAN (4R4)

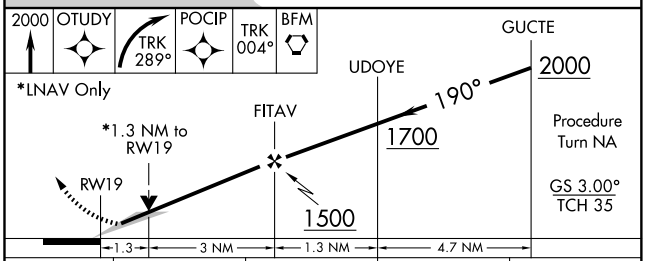
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mobile Downtown altimeter setting. When local altimeter setting not received, use Mobile Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct OTUDY and right turn via track 289° to POCIP and via track 004° to BFM VORTAC and hold.

AWOS-3	MOBILE DOWNTOWN ASOS	MOBILE APP CON ★	UNICOM
118.425	**135.575**	**118.5 269.3**	**123.0** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	373-1 282 (300-1)			
LNAV/ VNAV DA	429-1¼ 338 (400-1¼)			
LNAV MDA	540-1 449 (500-1)		540-1¼ 449 (500-1¼)	540-1½ 449 (500-1½)
CIRCLING	560-1 469 (500-1)		620-1½ 529 (600-1½)	660-2 569 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC BFM 112.8 Chan 75	APP CRS 130°	Rwy Idg N/A TDZE N/A Apt Elev 91

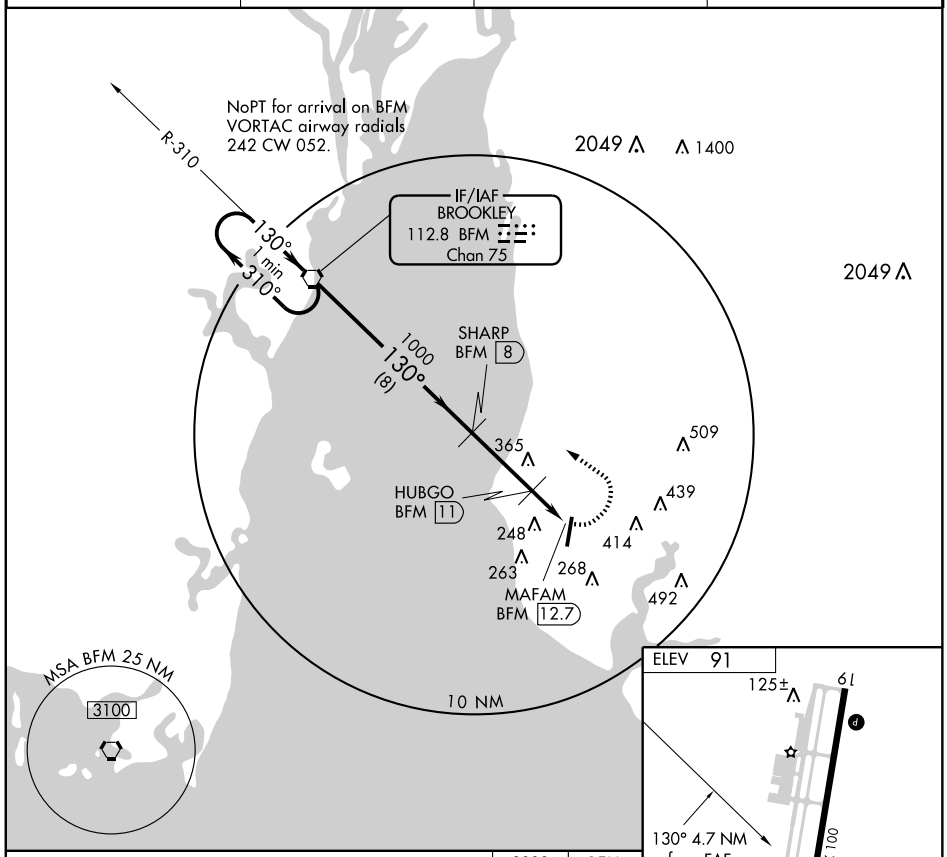
VOR/DME-A

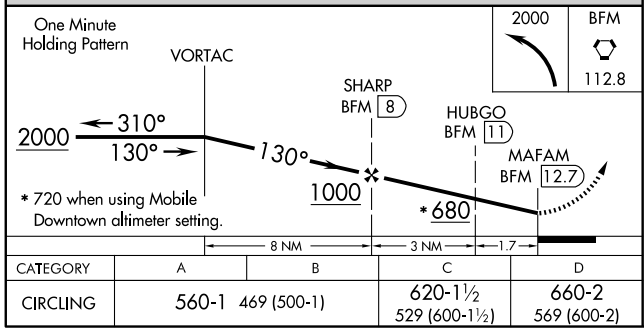
FAIRHOPE/ H L SONNY CALLAHAN (4R4)

When local altimeter setting not received, use Mobile Downtown altimeter setting and increase all Cats MDA 40 feet.

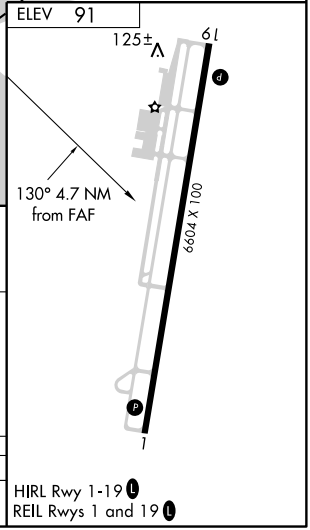
MISSED APPROACH: Climbing left turn to 2000 direct BFM VORTAC and hold.

AWOS-3	MOBILE DOWNTOWN ASOS	MOBILE APP CON ★	UNICOM
118.425	135.575	118.5 269.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	560-1 469 (500-1)		620-1½ 529 (600-1½)	660-2 569 (600-2)



HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-4, 03 JUN 2010 to 01 JUL 2010

NDB FDF 204	APP CRS 171°	Rwy Idg 5008 TDZE 357 Apt Elev 357

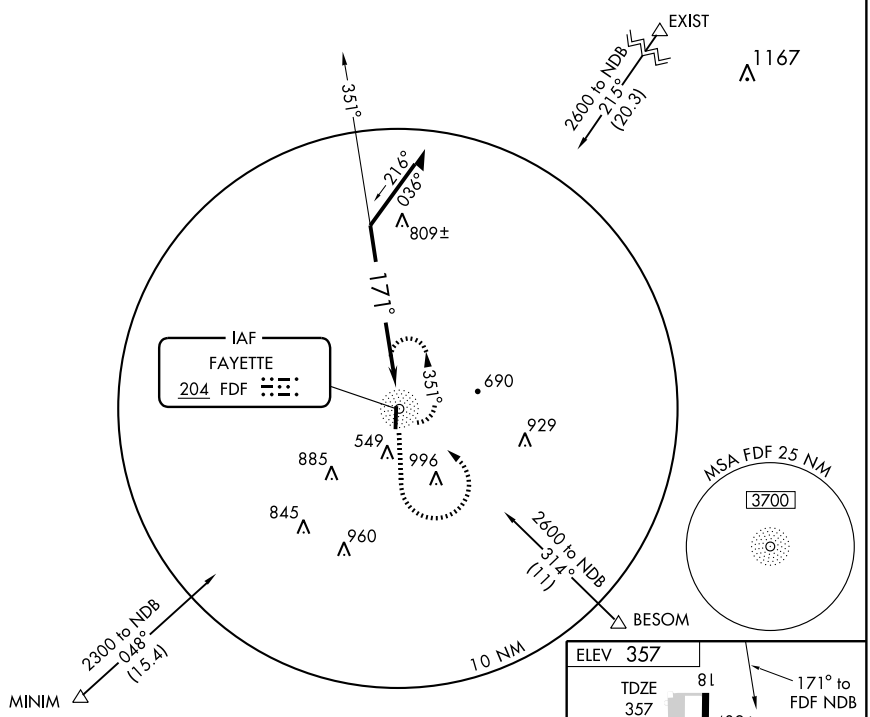
NDB RWY 18

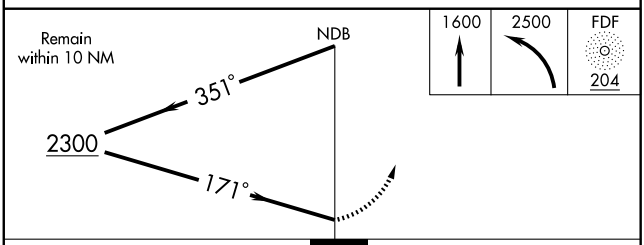
FAYETTE/ RICHARD ARTHUR FIELD (M95)

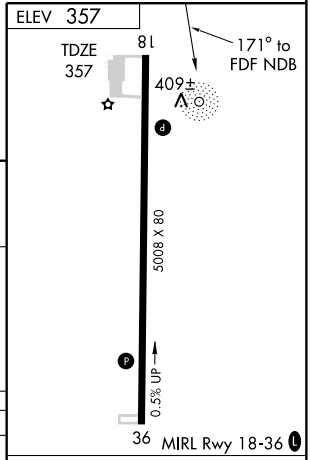
T
A NA — Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct FDF NDB and hold.

WALKER COUNTY-BEVILL FIELD AWOS-3 119.225	COLUMBUS APP CON ★ 126.075 239.25	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1240-1¼	883 (900-1¼)	1240-2¾ 883 (900-2¾)	1240-3 883 (900-3)
CIRCLING	1240-1¼	883 (900-1¼)	1240-2¾ 883 (900-2¾)	1240-3 883 (900-3)

Knots	60	90	120	150	180
Min:Sec					

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5008
183°	TDZE	357
	Apt Elev	357

RNAV (GPS) RWY 18

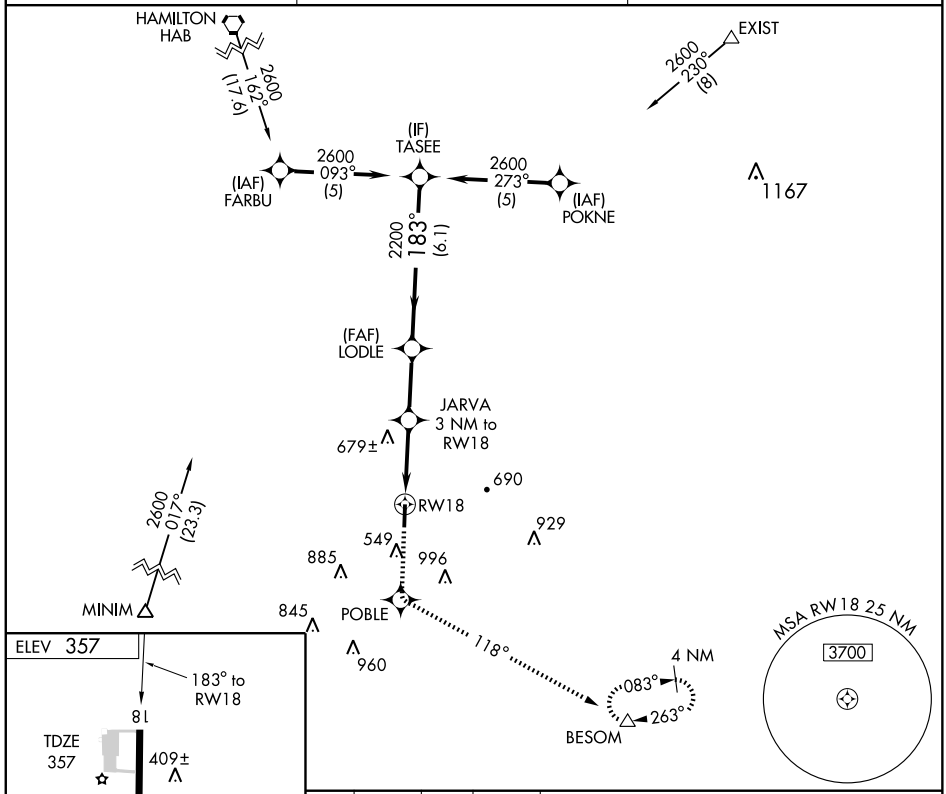
FAYETTE/ RICHARD ARTHUR FIELD (M95)

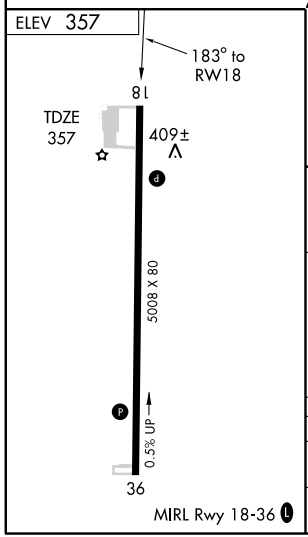
T
NA

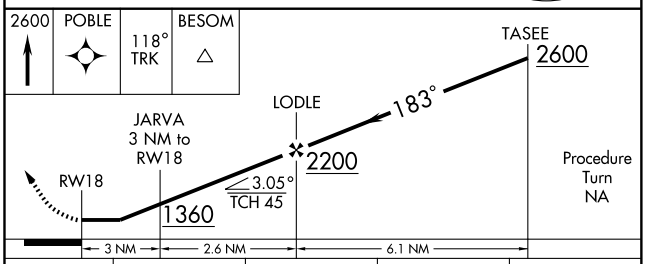
Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet and LNAV visibility Cats C/D ¼ mile and circling Cat. D ½ mile.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct POBLE and via 118° track to BESOM and hold.

WALKER COUNTY-BEVILL FIELD AWOS-3	COLUMBUS APP CON ★	UNICOM
119.225	126.075 239.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1	663 (700-1)	1020-1¾ 663 (700-1¾)	1020-2 663 (700-2)
CIRCLING	1020-1 663 (700-1)	1040-1 683 (700-1)	1040-2 683 (700-2)	1080-2¼ 723 (800-2¼)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5008
003°	TDZE	346
	Apt Elev	357

RNAV (GPS) RWY 36

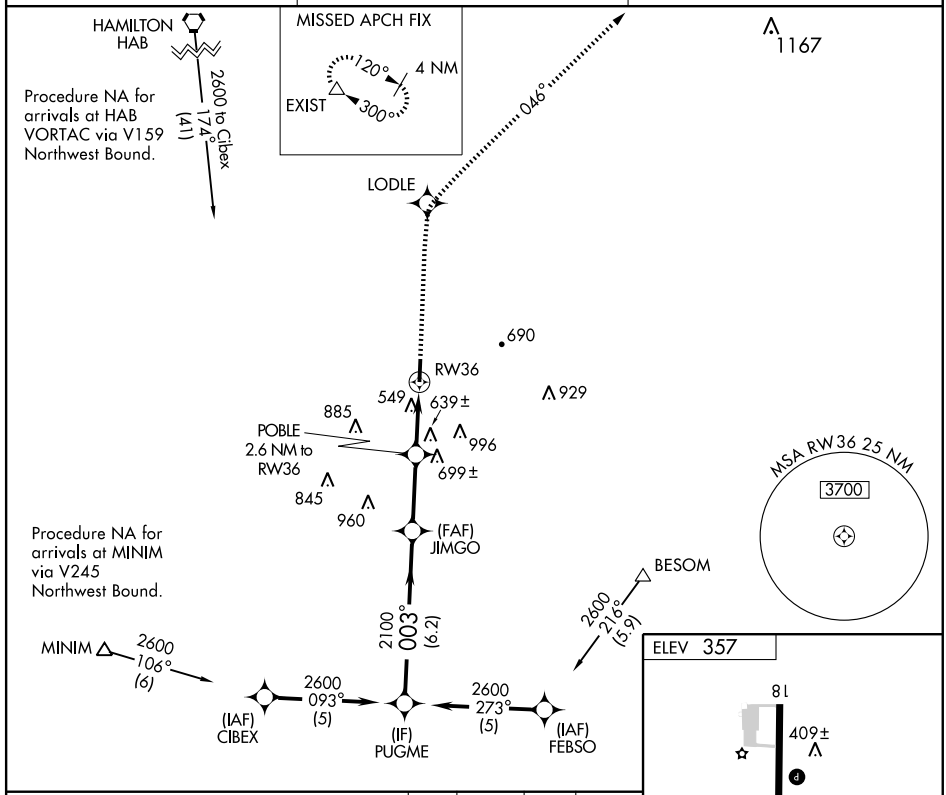
FAYETTE/ RICHARD ARTHUR FIELD (M95)

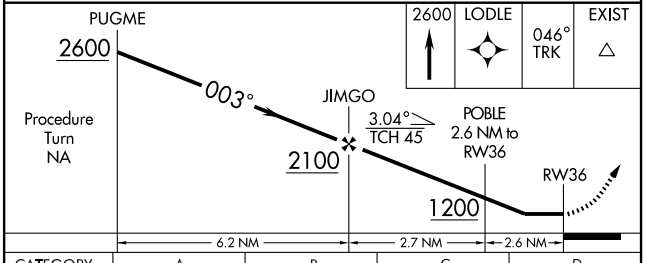
T
NA

Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet and circling Cat. D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

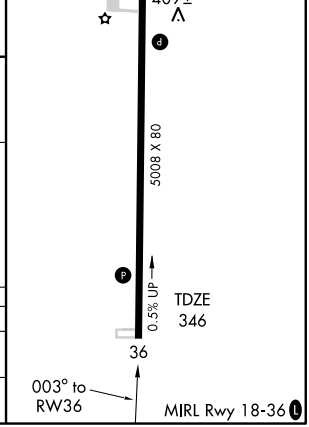
MISSED APPROACH: Climb to 2600 direct LODLE and via 046° track to EXIST and hold.

WALKER COUNTY-BEVILL FIELD AWOS-3	COLUMBUS APP CON ★	UNICOM
119.225	126.075 239.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	980-1	634 (700-1)	980-1¾ 634 (700-1¾)	980-2 634 (700-2)
CIRCLING	1000-1 643 (700-1)	1040-1 683 (700-1)	1040-2 683 (700-2)	1080-2¼ 723 (800-2¼)



SE-4, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 22

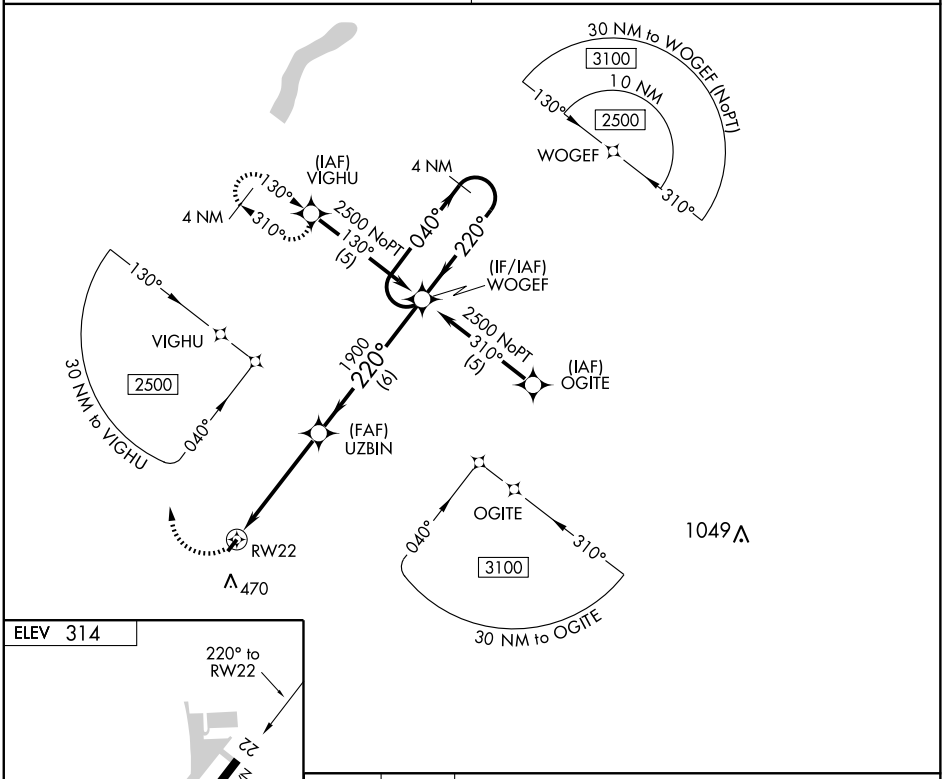
FLORALA MUNI (Ø)J4

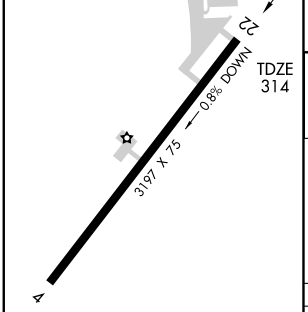
APP CRS	Rwy Idg	3197
220°	TDZE	314
	Apt Elev	314

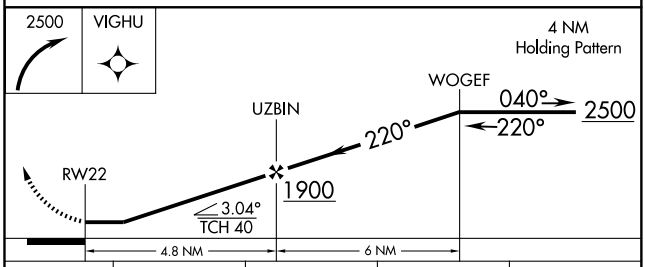
Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crestview altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2500 direct VIGHU and hold.

CAIRNS APP CON	UNICOM
133.45 239.4	**123.0** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	820-1 506 (600-1)		820-1½ 506 (600-1½)	NA
CIRCLING	820-1 506 (600-1)		820-1½ 506 (600-1½)	NA

MIRL Rwy 4-22

SE-4, 03 JUN 2010 to 01 JUL 2010

NDB ESU	APP CRS		
204	164°	Rwy ldg	3700
		TDZE	72
		Apt Elev	74

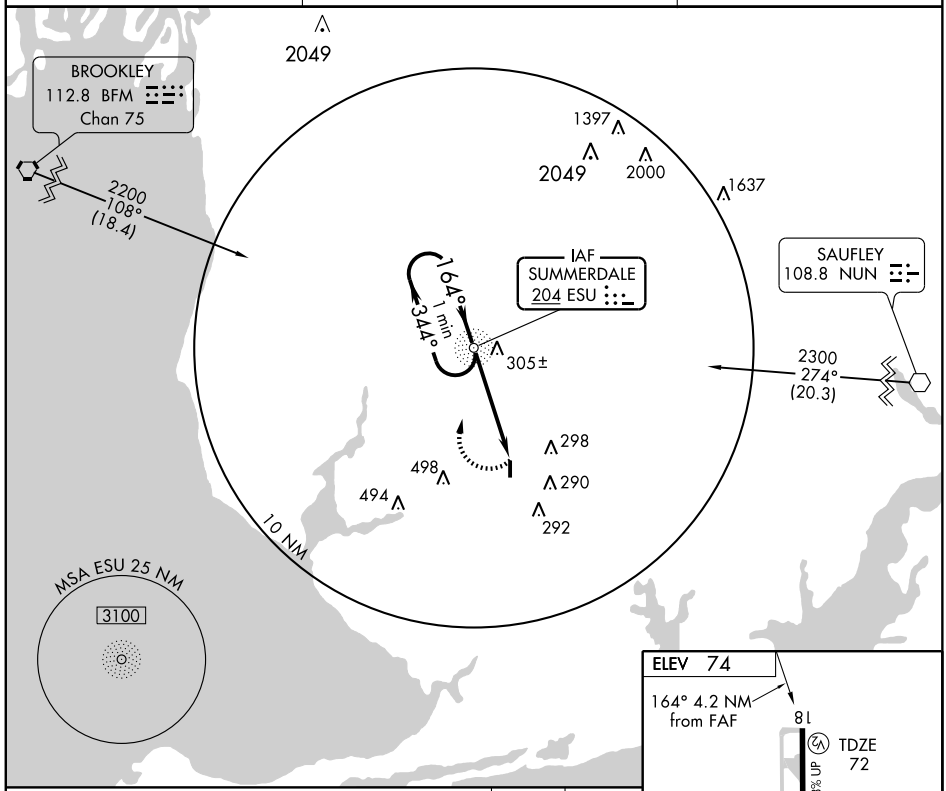
NDB RWY 18

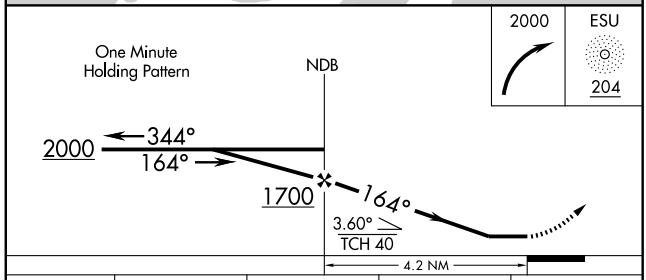
FOLEY MUNI (5R4)

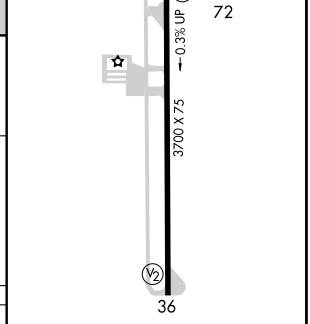
NA — Visibility reduction by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all MDA 20 feet and visibilities Cat C and D¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct ESU NDB and hold.

FAIRHOPE AWOS-3	PENSACOLA APP CON	UNICOM
118.425	118.6 380.6	123.05 (CTAF) L







MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	800-1 728 (800-1)		800-2 728 (800-2)	NA
CIRCLING	800-1 726 (800-1)		800-2 726 (800-2)	NA

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 45516 W18A	APP CRS 182°	Rwy Idg 3700 TDZE 72 Apt Elev 74

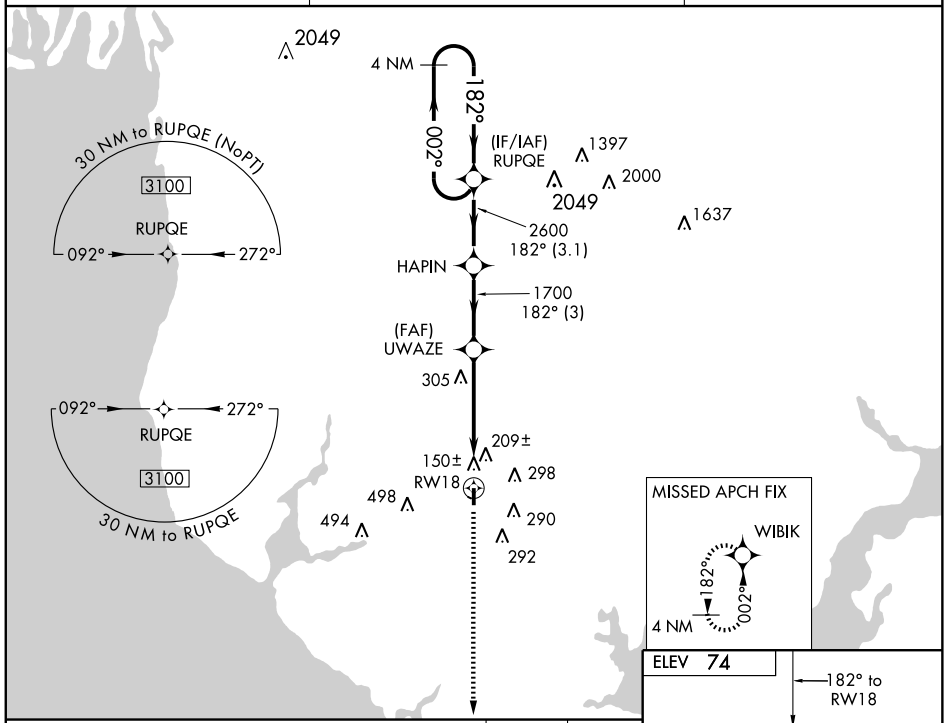
RNAV (GPS) RWY 18

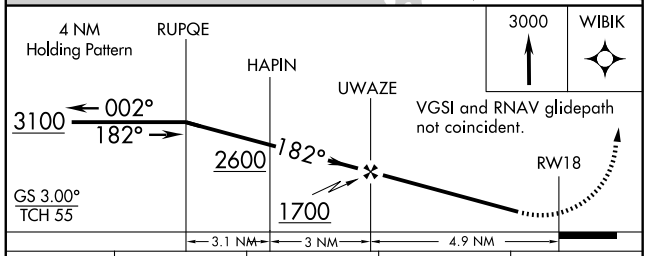
FOLEY MUNI (5R4)

T NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all DA 4 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct WIBIK and hold, continue climb-in-hold to 3000.

FAIRHOPE AWOS-3	PENSACOLA APP CON	UNICOM
118.425	118.6 380.6	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	447-1¼ 375 (400-1¼)			NA
LNAV/VNAV DA	596-1¾ 524 (600-1¾)			NA
LNAV MDA	580-1 508 (600-1)		580-1½ 508 (600-1½)	NA
CIRCLING	680-1 606 (700-1)		720-1¾ 646 (700-1¾)	NA

MIRL Rwy 18-36 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 93515 W36A	APP CRS 002°	Rwy Idg 3700 TDZE 74 Apt Elev 74

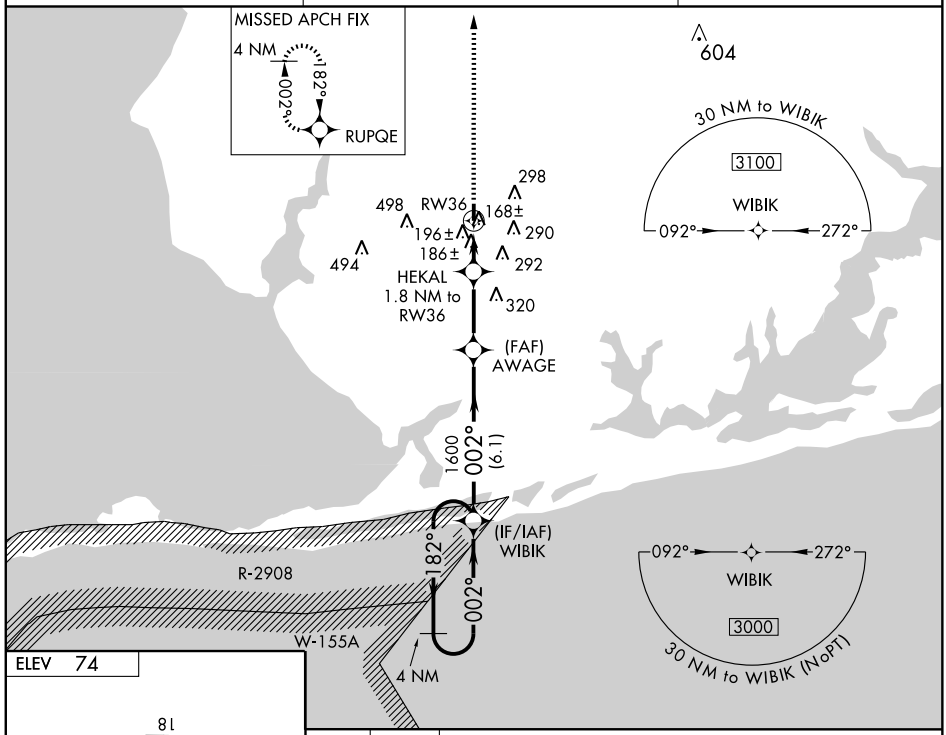
RNAV (GPS) RWY 36

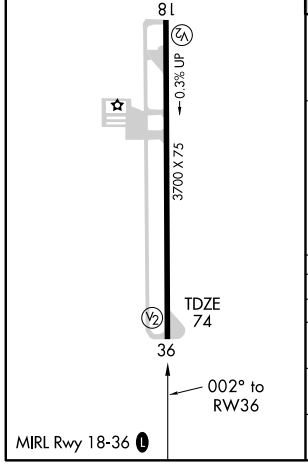
FOLEY MUNI (5R4)

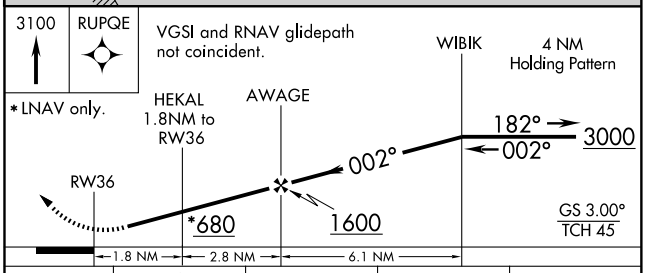
T NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all DA 4 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3100 direct RUPQE and hold, continue climb-in-hold to 3100.

FAIRHOPE AWOS-3	PENSACOLA APP CON	UNICOM
118.425	118.6 380.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	456-1¼ 382 (400-1¼)			NA
LNAV/VNAV DA	622-2 548 (600-1)			NA
LNAV MDA	640-1 566 (600-1)		640-1½ 566 (600-1½)	NA
CIRCLING	680-1 606 (700-1)		720-1¾ 646 (700-1¾)	NA

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5001
041°	TDZE	877
	Apt Elev	877

GPS RWY 4

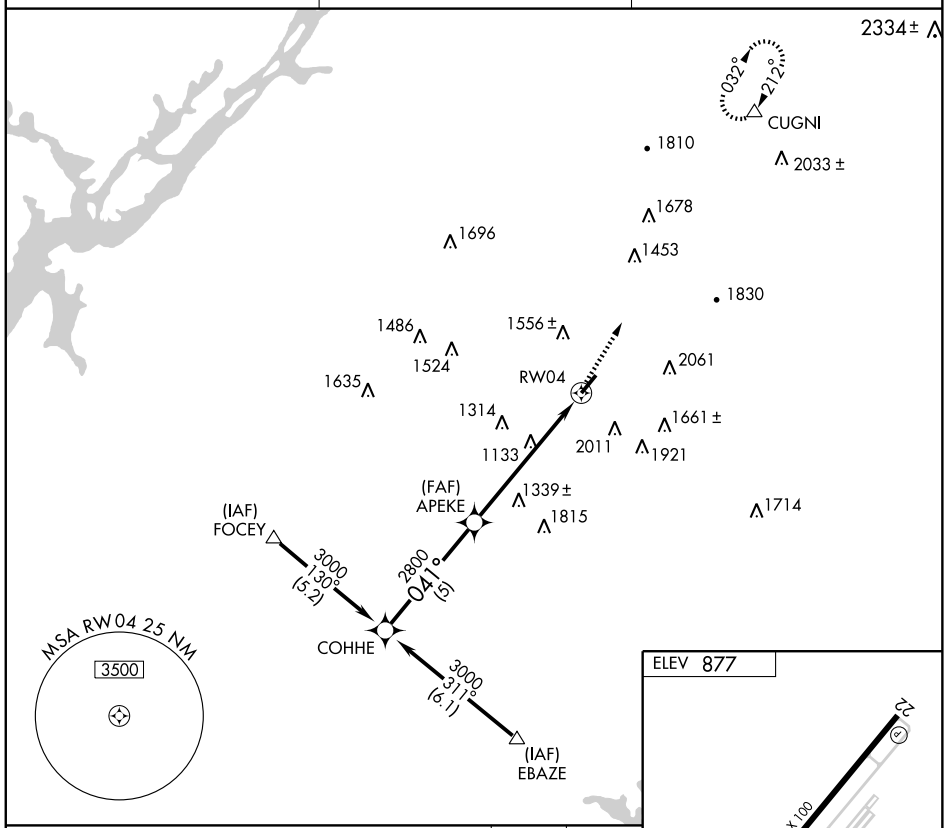
FORT PAYNE/ ISBELL FIELD (4A9)

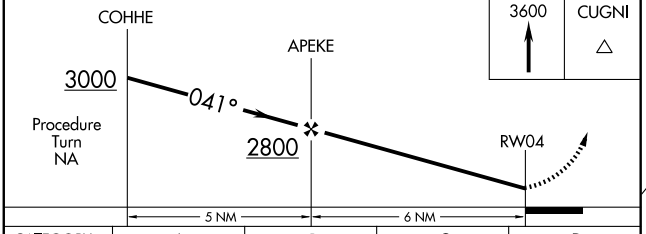
NA

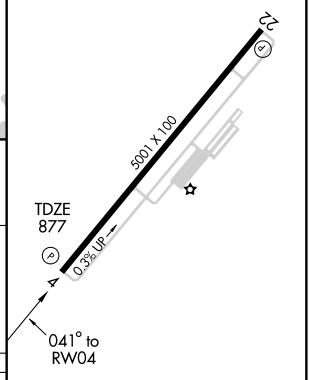
Circling not authorized southeast of Rwy 4-22.

MISSED APPROACH: Climb to 3600 direct CUGNI WP and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.025	133.8 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	1800-1¼ 923 (1000-1¼)		1800-2¾ 923 (1000-2¾)	1800-3 923 (1000-3)
CIRCLING	1800-1¼ 923 (1000-1¼)		1860-3 983 (1000-3)	2060-3 1183 (1200-3)

MIRL Rwy 4-22 L
REIL Rwy 4-22 L

SE-4, 03 JUN 2010 to 01 JUL 2010

FORT PAYNE, ALABAMA AL-6973 (FAA)

APP CRS	Rwy Idg	5001
212°	TDZE	877
	Apt Elev	877

GPS RWY 22

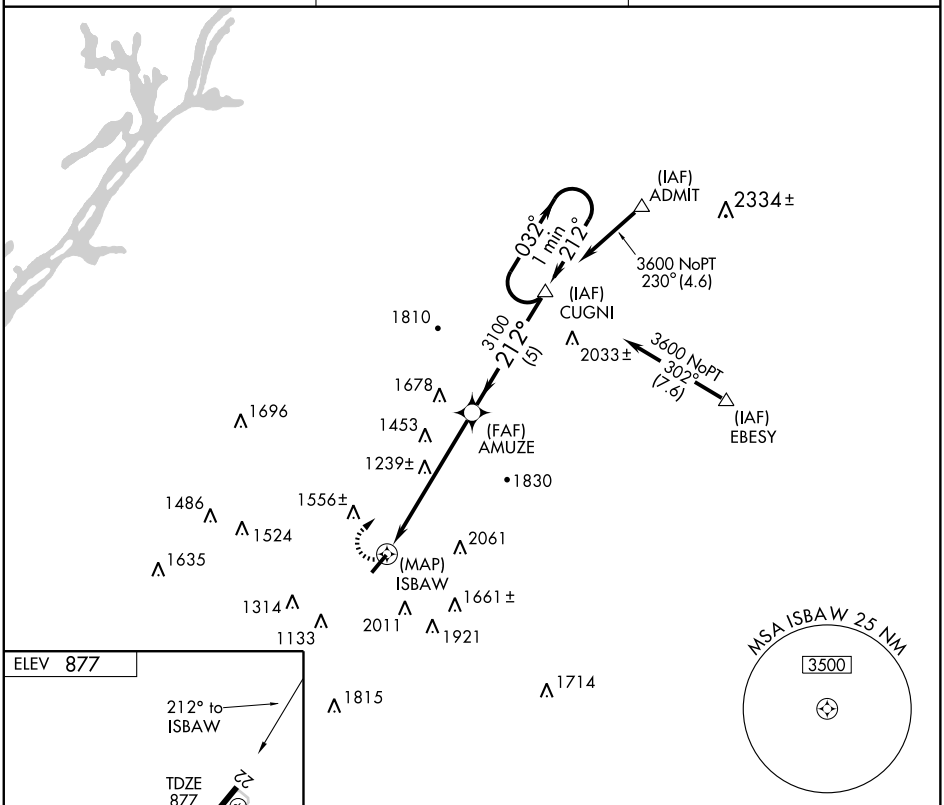
FORT PAYNE/ISBELL FIELD (4A9)

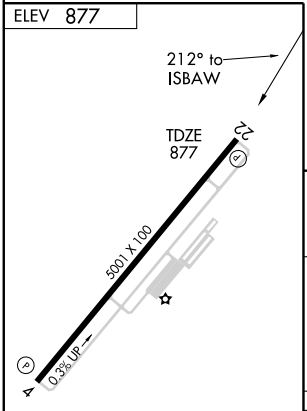
NA

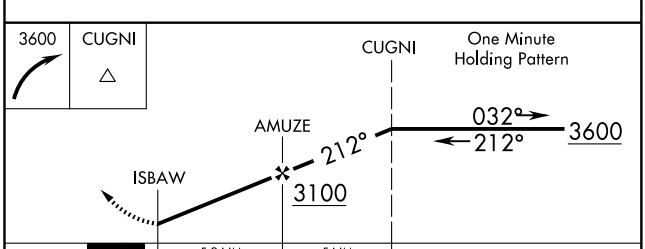
Circling not authorized southeast of Rwy 4-22.

MISSED APPROACH: Climbing right turn to 3600 direct CUGNI WP and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.025	133.8 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1700-1 823 (900-1)	1700-1¼ 823 (900-1¼)	1700-2½ 823 (900-2½)	1700-2¾ 823 (900-2¾)
CIRCLING	1740-1 863 (900-1)	1800-1¼ 923 (1000-1¼)	1860-3 983 (1000-3)	2060-3 1183 (1200-3)

MIRL Rwy 4-22 L

REIL Rwy 4-22 L

SE-4, 03 JUN 2010 to 01 JUL 2010

NDB FTP	APP CRS	Rwy Idg	N/A
426	221°	TDZE	N/A
		Apt Elev	877

NDB or GPS-A

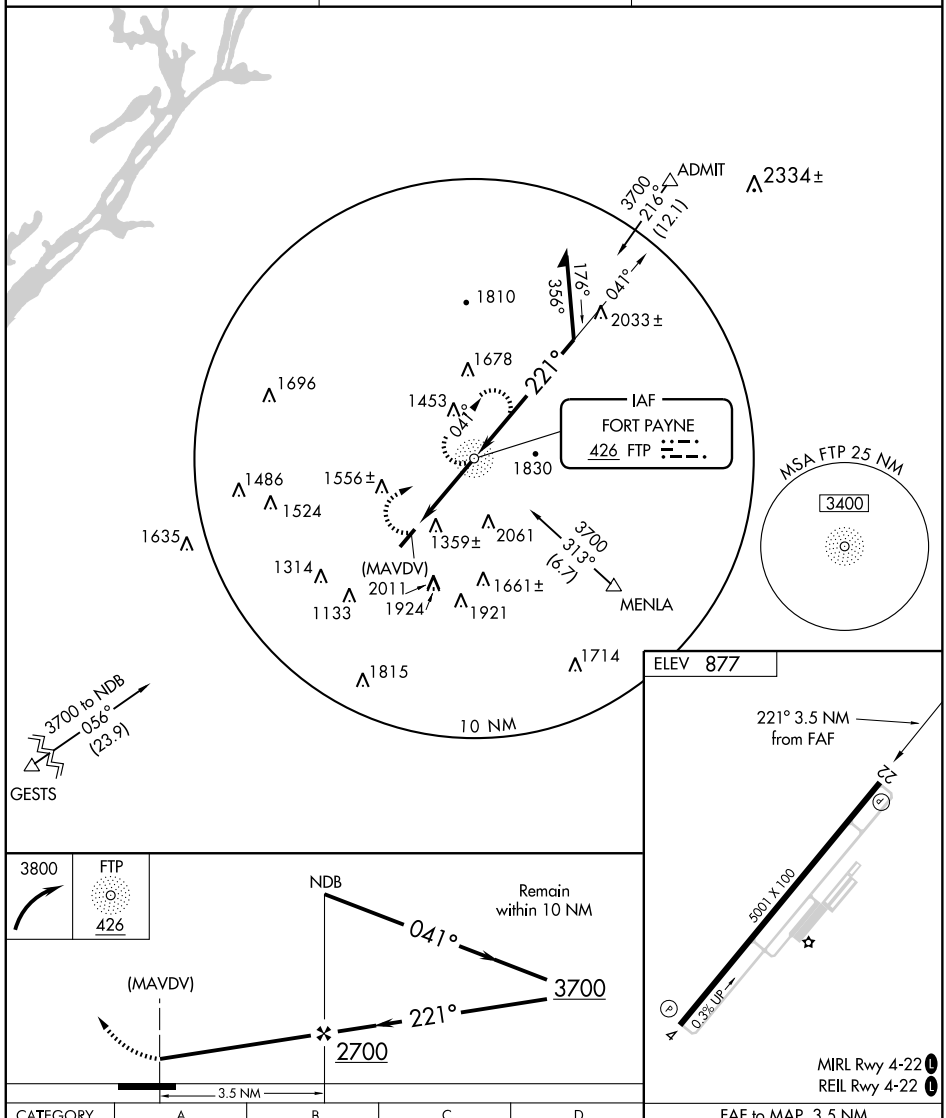
FORT PAYNE/ ISBELL FIELD (4A9)

T
A NA

If local altimeter setting not received procedure not authorized.
Circling NA southeast of runway 4-22.

MISSED APPROACH: Climbing right turn to 3800 direct to FTP NDB and hold.

AWOS-3	ATLANTA CENTER	UNICOM
119.025	133.8 353.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1860-1¼ 983 (1000-1¼)	1860-1½ 983 (1000-1½)	2100-3 1223 (1300-3)	2360-3 1483 (1500-3)

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SE-4, 03 JUN 2010 to 01 JUL 2010

NDB HYE 221	APCH CRS 176°	Rwy Idg 467 TDZE 318 Arpt Elev 318

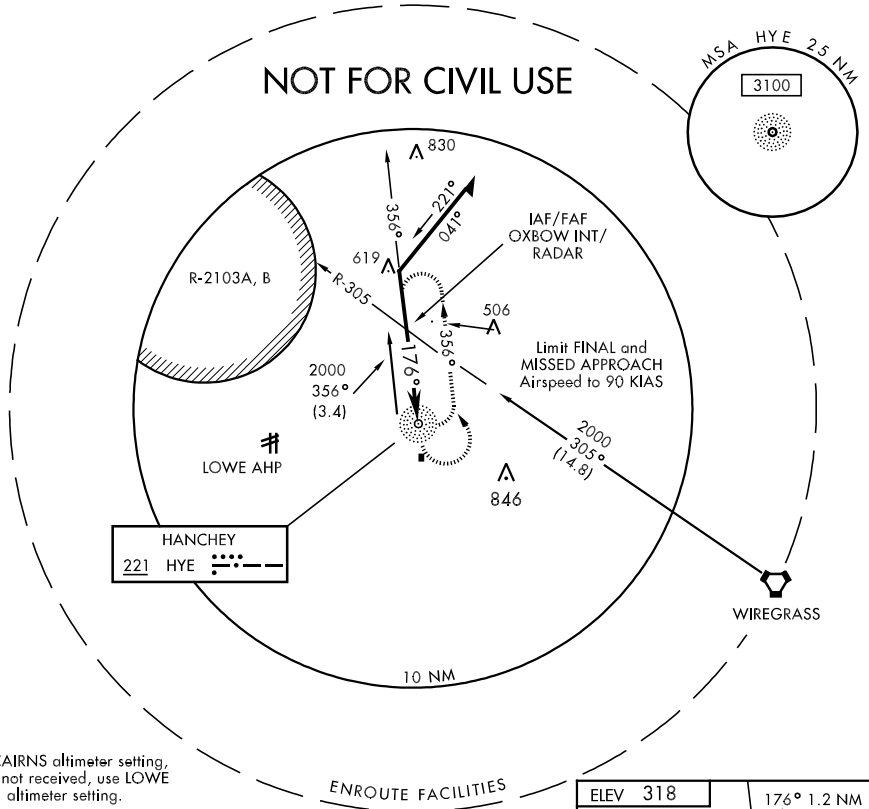
AL-5183 [USA]

COPTER NDB RWY 17

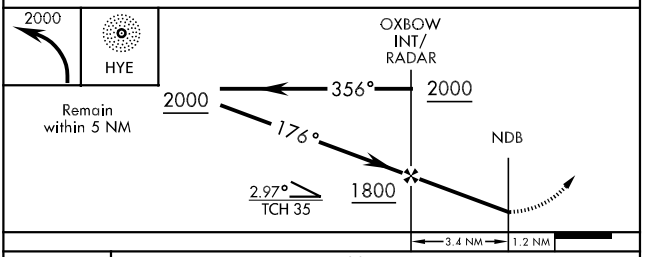
HANCHEY AHP (STRIP) (KHEY)

MISSED APPROACH: Climbing left turn to 2000 in HYE NDB holding pattern.

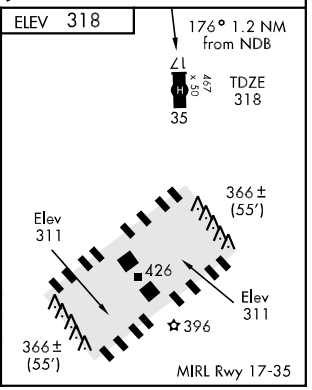
ATIS ★	LOWE ASOS	CAIRNS APP CON	HANCHEY TOWER ★	GND CON	CAIRNS CLNC DEL
141.375	118.225	125.4 327.125	141.8 387.85	149.6 225.575	118.075 380.1



Use CAIRNS altimeter setting, when not received, use LOWE altimeter setting.



CATEGORY	COPTER
H-17	840-¾ 522 (600-¾)



SE-4, 03 JUN 2010 to 01 JUL 2010

COPTER RNAV (GPS) RWY 17

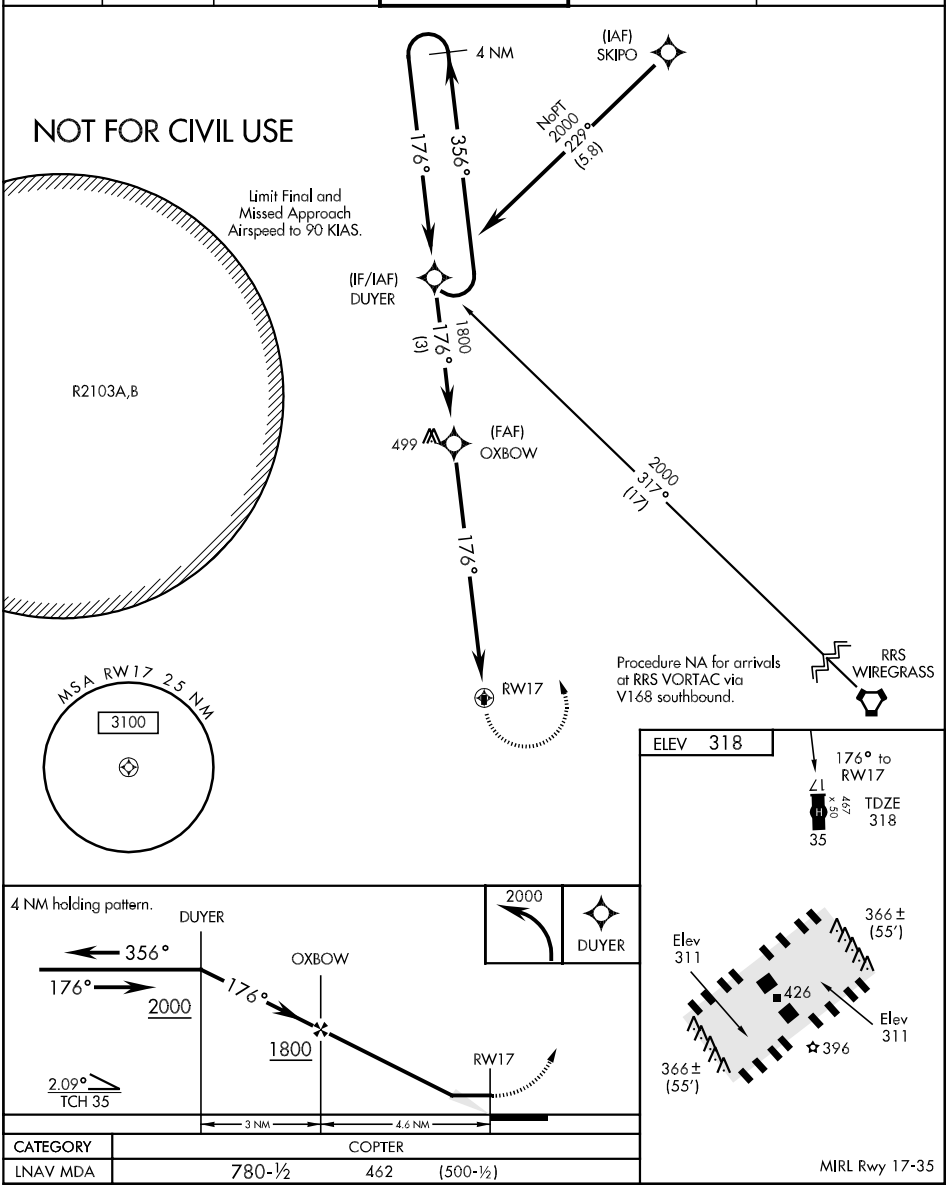
APCH CRS	Rwy ldg	467
176°	TDZE	318
	Arpt Elev	318

AL-5183 [USA] HANCHEY AHP (STRIP) (KHEY)

DME/DME RNP-0.3 NA.
Use CARINS altimeter setting, when not received, use LOWE altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct DUYER and hold.

ATIS	LOWE ASOS	CAIRNS APP CON	HANCHEY TOWER ★	GND CON	CAIRNS CLNC DEL
141.375	118.225	125.4 327.125	141.8 387.85	149.6 225.575	118.075 380.1



CATEGORY	COPTER
LNAV MDA	780-½ 462 (500-½)

SE-4, 03 JUN 2010 to 01 JUL 2010

COPTER NDB 066°

LOWE AHP (KLOR)

NDB LOR	APCH CRS	Rwy ldg	N/A
269	066°	TDZE	N/A
		Arpt Elev	294

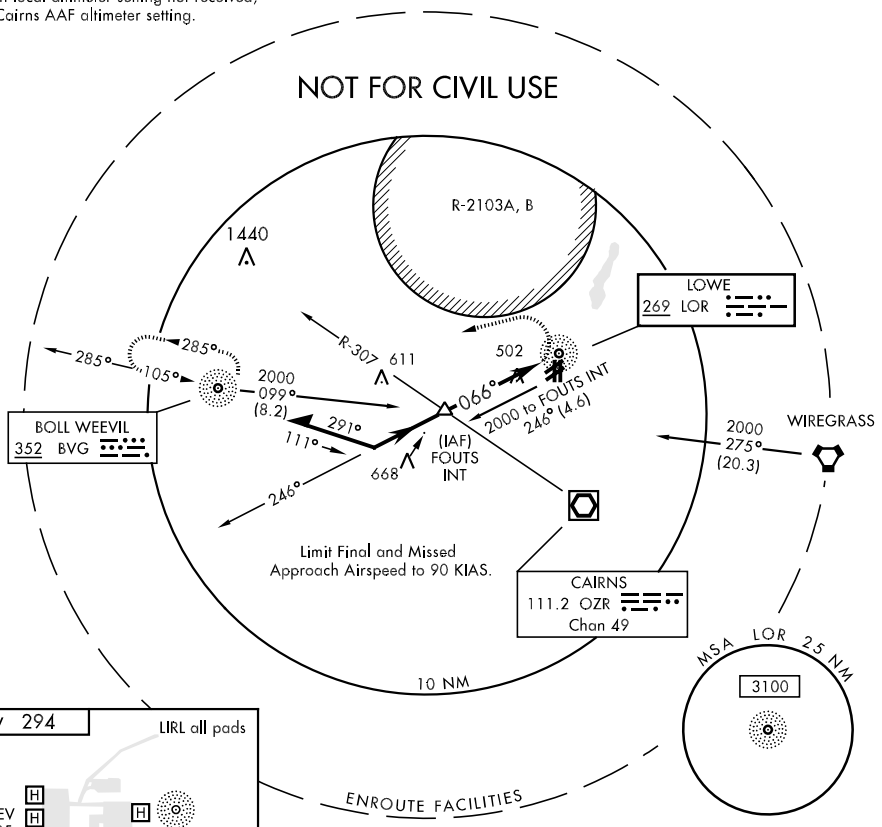
AL-5176 [USA]

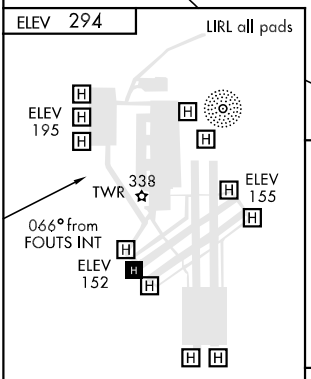
MISSED APPROACH: Climbing left turn to 2500 direct BVG NDB and hold.

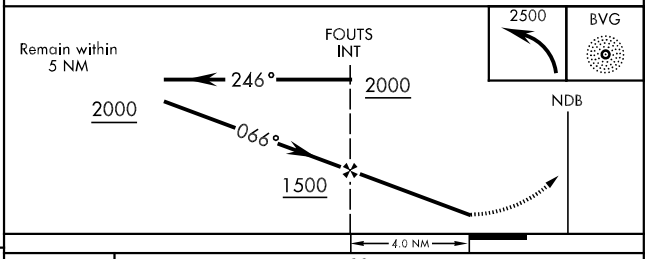
ATIS	ASOS	CAIRNS APP CON		LOWE TOWER ★		GND CON
361.1	118.225	133.45	239.4	141.3	289.15	357.15

When local altimeter setting not received, use Cairns AAF altimeter setting.

NOT FOR CIVIL USE







FAF to MAP 4.0 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

CATEGORY	COPTER
H-066°	820-¾ 579 (600-¾)

COPTER RNAV (GPS) 069°

APCH CRS	Rwy ldg	N/A
069°	TDZE	N/A
	Arpt Elev	294

AL-5176 [USA]

LOWE AHP (KLOR)

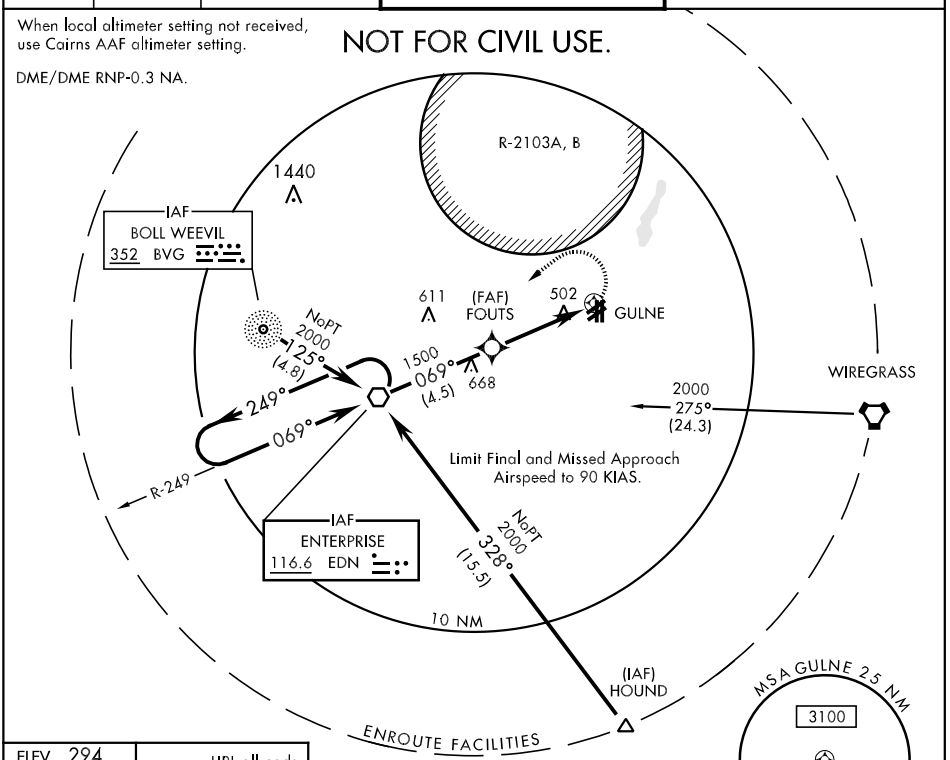
MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.

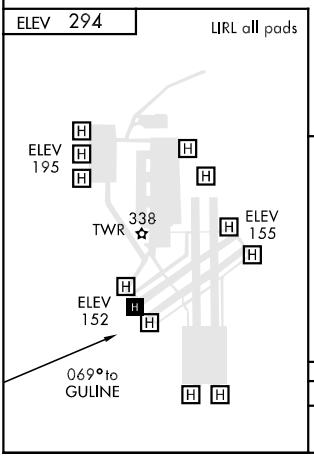
ATIS	ASOS	CAIRNS APP CON		LOWE TOWER ★		GND CON
361.1	118.225	133.45	239.4	141.3	289.15	357.15

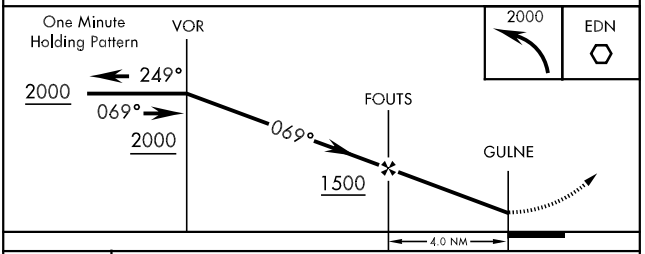
When local altimeter setting not received, use Cairns AAF altimeter setting.

DME/DME RNP-0.3 NA.

NOT FOR CIVIL USE.







CATEGORY	COPTER
LNAV-MDA	760-¾ 519 (600- ¾)

SE-4, 03 JUN 2010 to 01 JUL 2010

COPTER VOR 069°

LOWE AHP (KLOR)

VOR EDN 116.6	APCH CRS 069°	Rwy Idg N/A TDZE N/A Arpt Elev 294

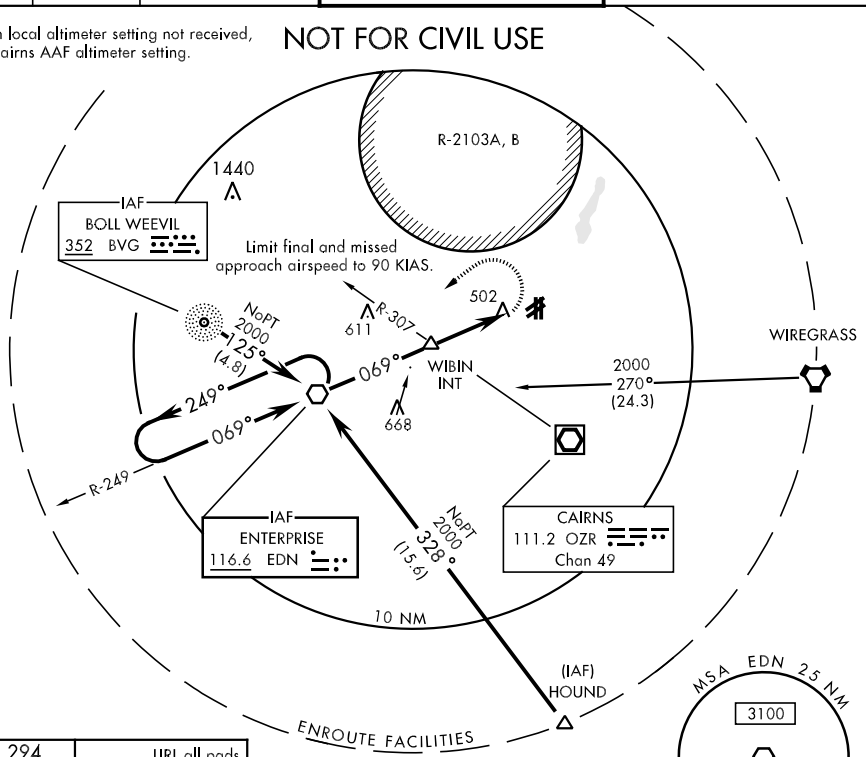
AL-5176 [USA]

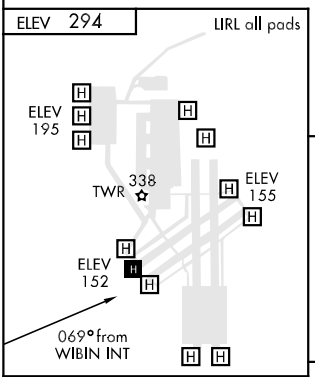
MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.

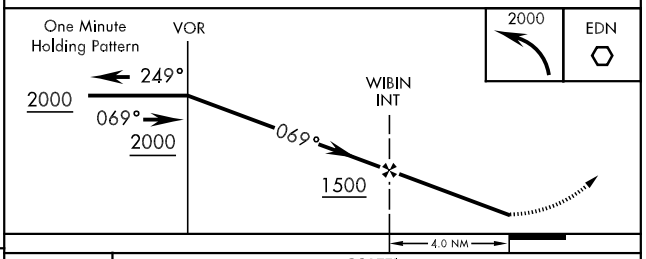
ATIS	ASOS	CAIRNS APP CON	LOWE TOWER ★	GND CON
361.1	118.225	133.45 239.4	141.3 289.15	357.15

When local altimeter setting not received, use Cairns AAF altimeter setting.

NOT FOR CIVIL USE

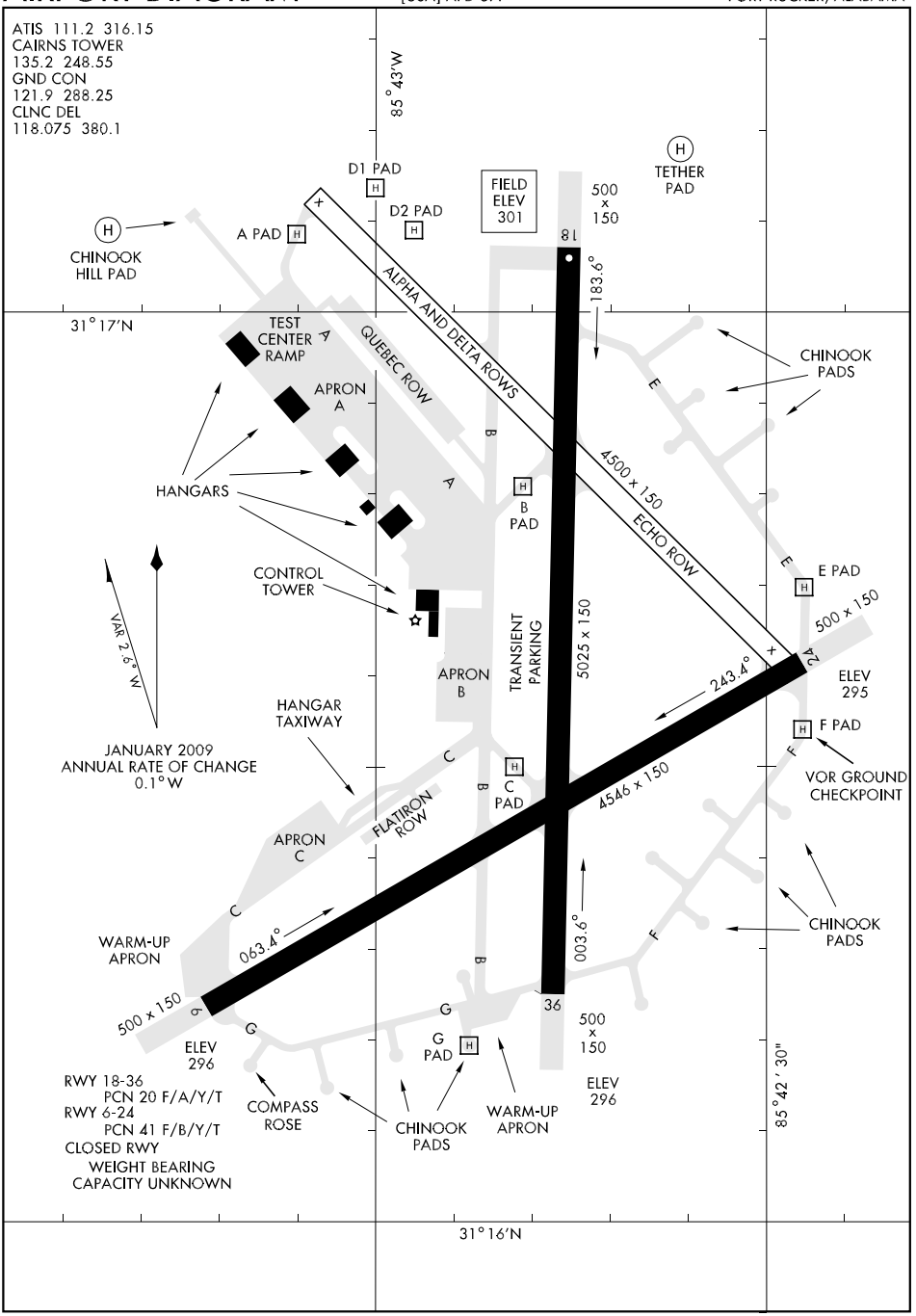






FAF to MAP 4.0 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

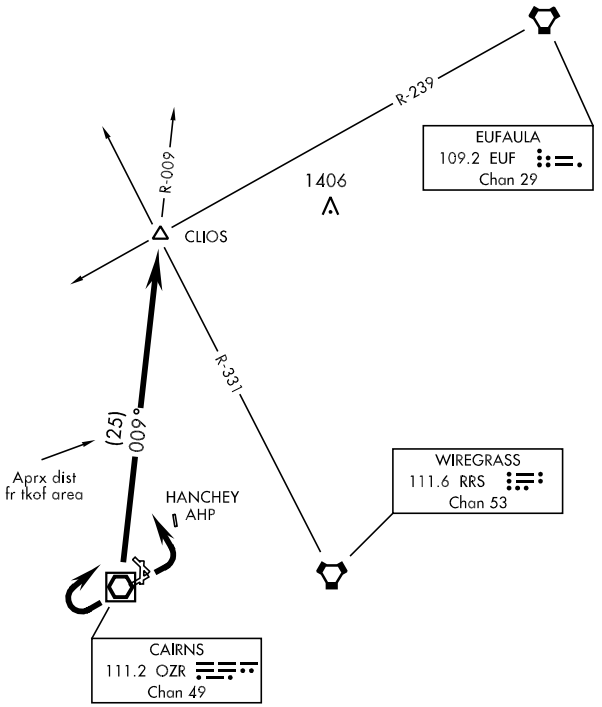
CATEGORY	COPTER
H-069°	760-¾ 519 (600- ¾)


ATIS 111.2 316.15
CAIRNS TOWER
135.2 248.55
GND CON
121.9 288.25
CLNC DEL
118.075 380.1
85° 43′W
D1 PAD
D2 PAD
A PAD
FIELD ELEV 301
500 x 150
TETHER PAD
CHINOOK HILL PAD
18
183.6°
ALPHA AND DELTA ROWS
31° 17′N
TEST CENTER RAMP
QUEBEC ROW
APRON A
CHINOOK PADS
HANGARS
B PAD
4500 x 150
ECHO ROW
CONTROL TOWER
E PAD
500 x 150
VAR 2.6° W
APRON B
TRANSIENT PARKING
5025 x 150
ELEV 295
243.4°
HANGAR TAXIWAY
JANUARY 2009
ANNUAL RATE OF CHANGE
0.1° W
C PAD
F PAD
VOR GROUND CHECKPOINT
4546 x 150
FLATIRON ROW
APRON C
CHINOOK PADS
WARM-UP APRON
063.4°
003.6°
500 x 150
36
G PAD
500 x 150
ELEV 296
ELEV 296
RWY 18-36
PCN 20 F/A/Y/T
RWY 6-24
PCN 41 F/B/Y/T
CLOSED RWY
WEIGHT BEARING
CAPACITY UNKNOWN
COMPASS ROSE
CHINOOK PADS
WARM-UP APRON
85° 42′ 30″
31° 16′N

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
121.1 319.25
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]

RADAR REQUIRED



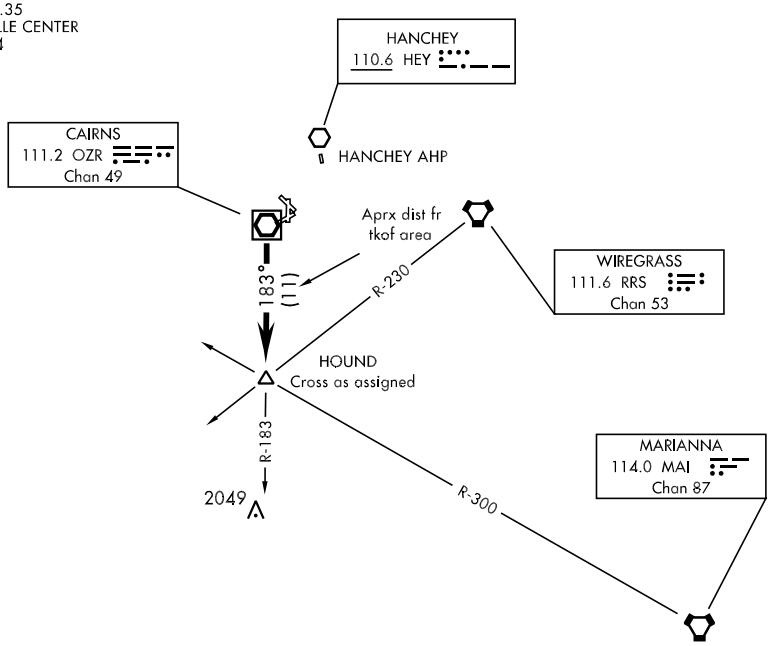
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 or RWY 18: Climbing left turn heading 330°
TAKE-OFF RWY 24: Climbing right turn heading 050°
TAKE-OFF RWY 36: Climb on heading 350°
TAKE-OFF PAD D1: Climb on heading 350°
TAKE-OFF PAD D2: Climb on heading 350°
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

.... Intercept OZR VOR/DME R-009 to CLIOS INT.

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.75 270.35
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18 or 36: Climbing right turn heading 205°
TAKE-OFF RWY 24: Climbing left turn heading 120°
TAKE-OFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205°
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
.... intercept OZR VOR/DME R-183 to HOUND INT.

SE-4, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 6

LOC I-OZR	APCH CRS	Rwy Idg	4546
109.7	064°	TDZE	298
Chan 34		Arpt Elev	301

AL-577 [USA]

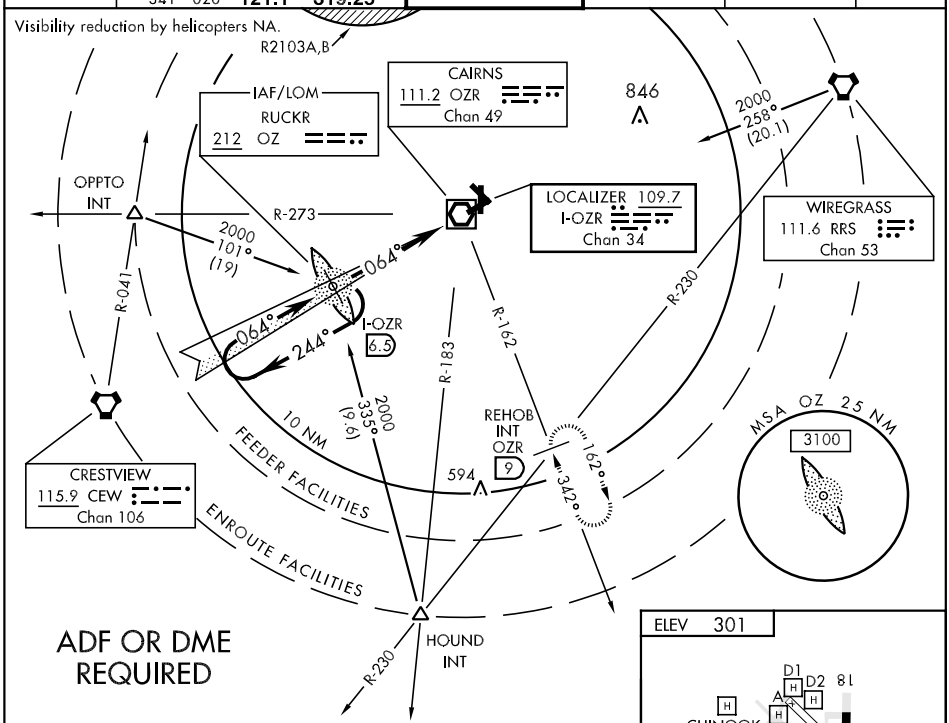
CAIRNS AAF (KOZR)

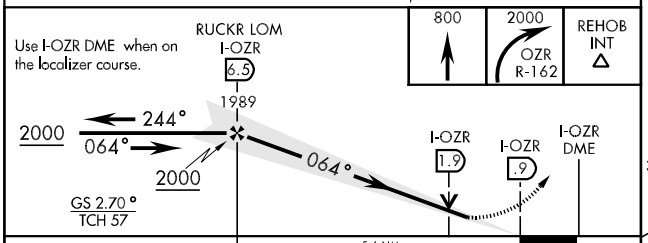
▼ * When ALS inop, increase CAT ABC RVR to 5000 and vis to 1 mile, and CAT D RVR to 6000 and vis to 1¼ miles.

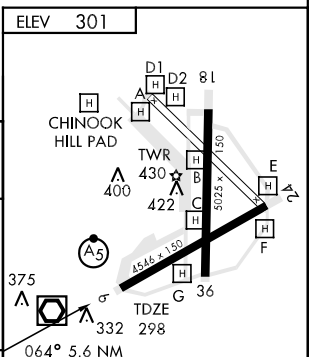
MALSR (A5)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT (OZR 9 DME) and hold; or when directed by ATC, climb to 800 then climbing left turn to 2000 heading 290°within 10 NM (RADAR required).

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				







CATEGORY	A	B	C	D
S-ILS 6	548/40	250	(300-¾)	
S-LOC 6 *	640/40	342	(400-¾)	
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)
S-PAR 6	548/50	250	(300-1) GS 2.7°	

HIRL Rwy 6-24
MIRL Rwy 18-36

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NDB RWY 6

NDB OZR	APCH CRS	Rwy Idg	4546
212	064°	TDZE	298
		Arpt Elev	301

AL-577 [USA]

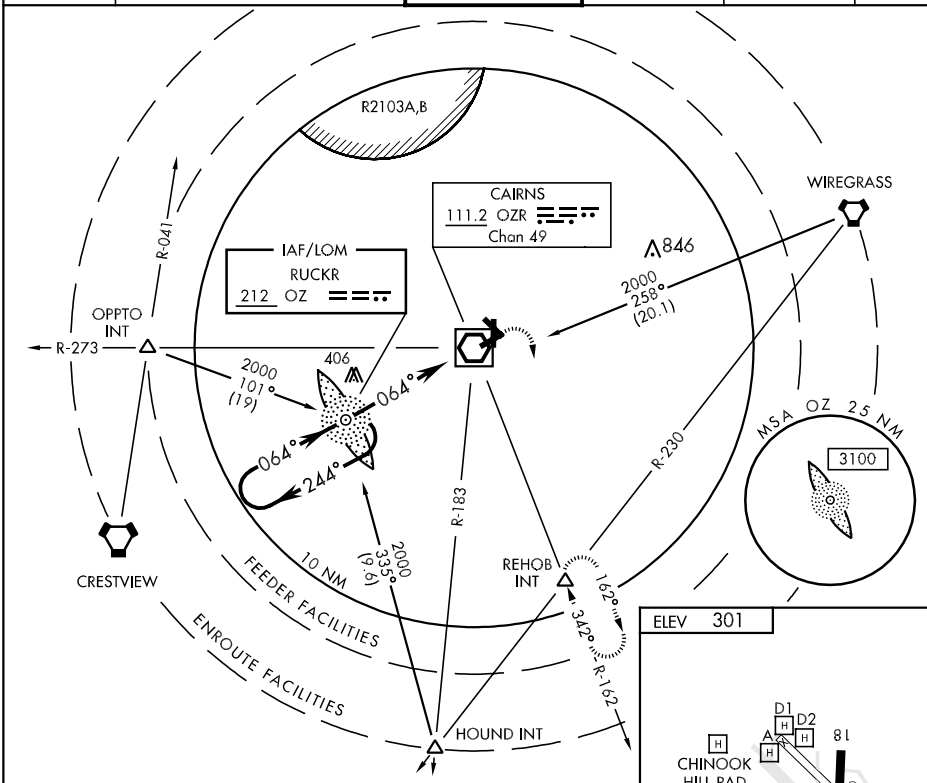
CAIRNS AAF (KOZR)

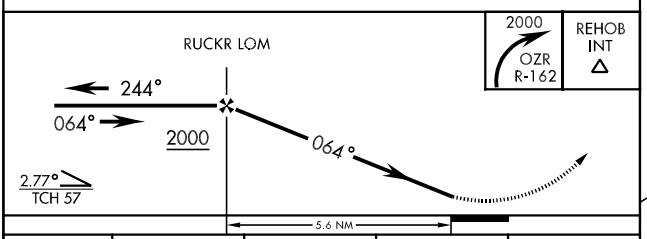
▼ * Visibility reduction by helicopters NA. When ALS inop, increase CAT AB RVR to 5000 and vis to 1 mile, CAT CD RVR to 6000 and vis to 1¼ miles.

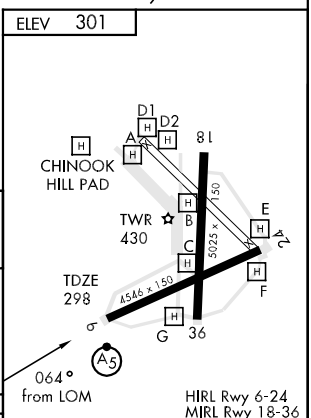
MALSR A5

MISSED APPROACH: Climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				







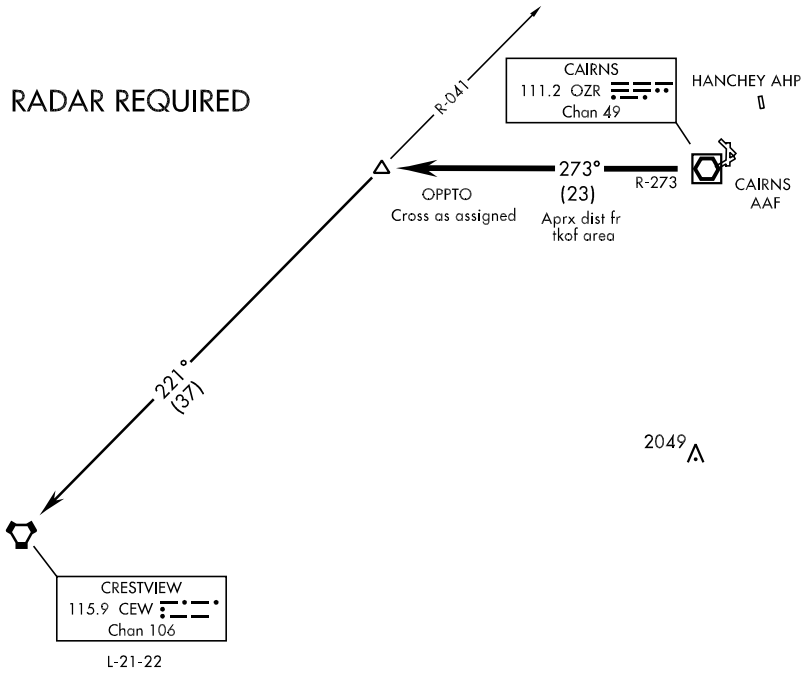
CATEGORY	A	B	C	D
S-6 *	720/40		422 (500-¾)	
CIRCLING	740-1	780-1	800-1½	860-2
	439 (500-1)	479 (500-1)	499 (500-1½)	559 (600-2)
S-PAR 6	548/50	250	(300-1) GS 2.7°	

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1.52

SE-4, 03 JUN 2010 to 01 JUL 2010

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.45 239.4
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]



SE-4, 03 JUN 2010 to 01 JUL 2010

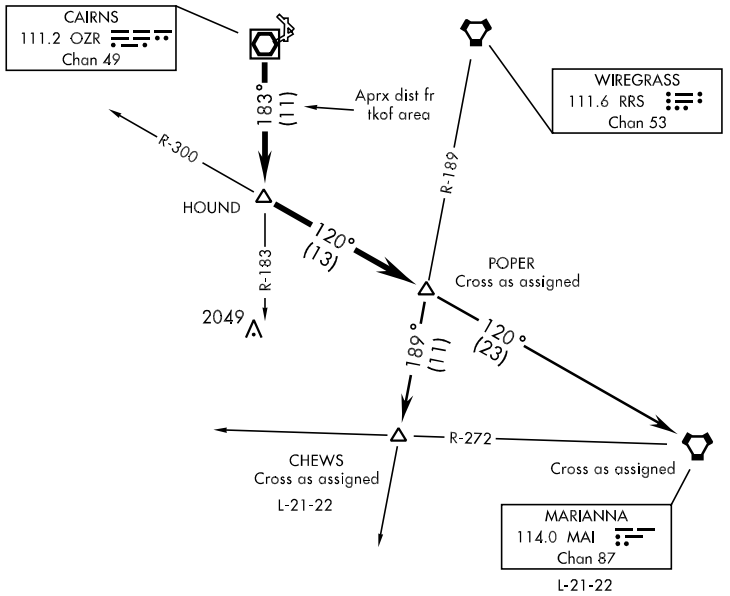
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climbing left turn heading 270°
TAKE-OFF RWY 18: Climbing right turn heading 205°
TAKE-OFF RWY 24: Climbing right turn heading 300°
TAKE-OFF RWY 36: Climbing left turn heading 270°
TAKE-OFF PAD A: Climb heading 310°
TAKE-OFF PAD D2: Climb heading 360°
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
Expect Radar vector to intercept OZR VOR/DME R-273 to OPPTO INT. Thence via Transition.

CRESTVIEW TRANSITION: (OPPTO2 • CEW) Turn left via CEW R-041 to CEW VORTAC.

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
133.75 270.35
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18 or 36: Climbing right turn heading 205°
TAKE-OFF RWY 24: Climbing left turn heading 120°
TAKE-OFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205
.... to intercept OZR VOR/DME R-183 to HOUND INT, and via MAI VORTAC R-300 to POPER INT. Thence via assigned Transition. Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

CHEWS TRANSITION: (POPER 1• CHEWS) Proceed via RRS VORTAC R-189 to CHEWS INT.
MARIANNA TRANSITION: (POPER 1• MAI) Proceed via MAI R-300 to MAI VORTAC.

RNAV (GPS) RWY 6

APCH CRS	Rwy ldg	4546
064°	TDZE	298
	Arpt Elev	301

AL-577 [USA]

CAIRNS AAF (KOZR)

▼ Visibility reduction by helicopters NA.
* When ALS inop, increase CAT AB RVR to 5000 and vis to 1 mile, CAT CD RVR to 6000 and vis to 1¼ miles.

MALSR

MISSED APPROACH: Climbing right turn to 2000 direct REHOB and hold.

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				

DME/DME RNP-0.3 NA.

R-2103A,B

ENTERPRISE
116.6 EDN

(IAF) OPPTO

2100 NoPT 115° (14.5)

(IF/IAF) JONAL

2100 190° (7.2)

(FAF) JAMUP

2000 064° (6.1)

780

064° 244° 6 NM

2100 302° (11.3)

HOUND

594

REHOB

162° 342° 6 NM

MSA RW06 25 NM

3100

1049

ELEV 301

JONAL

244° 064°

2100

064°

JAMUP

2000

1.1 NM to RW06

2.77° TCH 57

5.6 NM

2000 REHOB

CHINOOK HILL PAD

TWR 430

400

422

TDZE 298

4546 x 150

5025 x 150

D1 D2 8 L A B C D E F G 24 36

064° to RW06

HIRL Rwy 6-24
MIRL Rwy 18-36

CATEGORY	A	B	C	D
LNAV MDA *	700/40 402 (500-¾)			
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

RNAV (GPS) RWY 36

WAAS	APCH CRS	Rwy ldg	5025
CH 63110	004°	TDZE	298
W36A		Arpt Elev	301

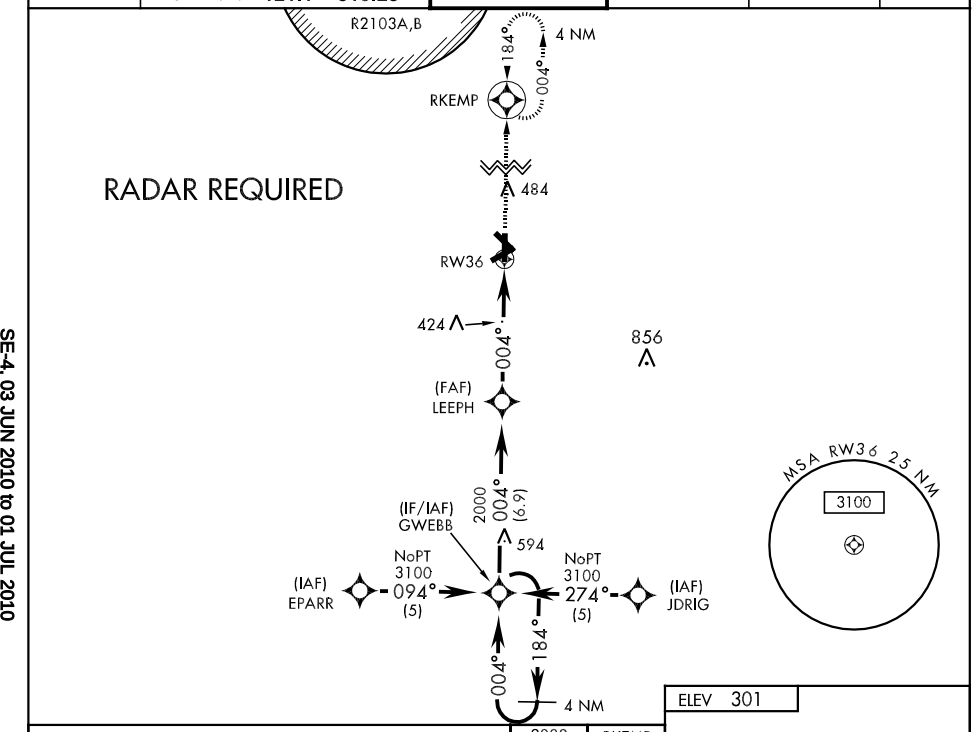
AL-577 [USA]

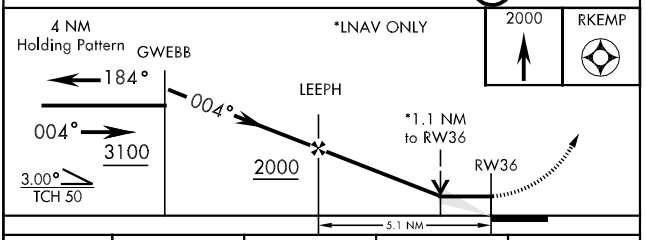
CAIRNS AAF (KOZR)

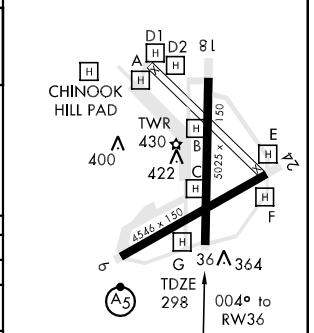
DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15C (5F) or above 48C (118F).

MISSED APPROACH: Climb to 2000 direct RKEMP and hold.

ATIS	CAIRNS APP CON	CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2 316.15	021°-120° 125.4 327.125 121°-219° 133.75 270.35 220°-340° 133.45 239.4 341°-020° 121.1 319.25	135.2 (CTAF) 248.55	121.9 288.25	118.075 380.1	







CATEGORY	A	B	C	D
LPV DA	565-1 267 (300-1)			
LNAV/VNAV DA	634-1¼ 336 (400-1¼)			
LNAV MDA	680-1 382 (400-1)			680-1¼ 382 (400-1¼)
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

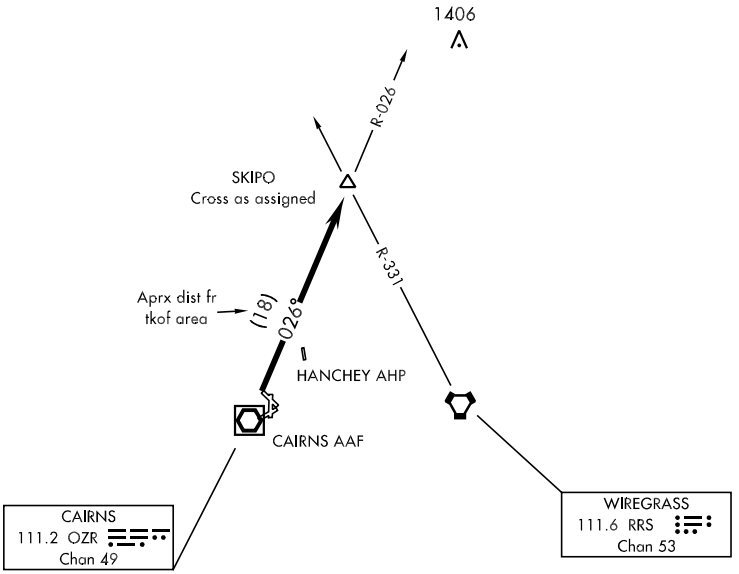
HIRL Rwy 6-24
MIRL Rwy 18-36

SE-4, 03 JUN 2010 to 01 JUL 2010

ATIS 111.2 316.15
CLNC DEL
118.075 380.1
GND CON
121.9 288.25
CAIRNS TOWER ★
135.2 (CTAF) 248.55
DEP CON
125.4 327.125
JACKSONVILLE CENTER
120.2 346.4

SL-577 [USA]

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 or RWY 18: Climbing left turn heading 360°
TAKE-OFF RWY 24: Climbing right turn heading 050°
TAKE-OFF RWY 36: Climb heading 360°
TAKE-OFF PAD D1: Climb heading 015°
TAKE-OFF PAD D2: Climb heading 360°
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
.... Intercept OZR VOR/DME R-026 to SKIPO INT.

VOR RWY 6

VOR/DME OZR	APCH CRS	Rwy ldg	4546
111.2	056°	TDZE	298
Chan 49		Arpt Elev	301

AL-577 [USA]

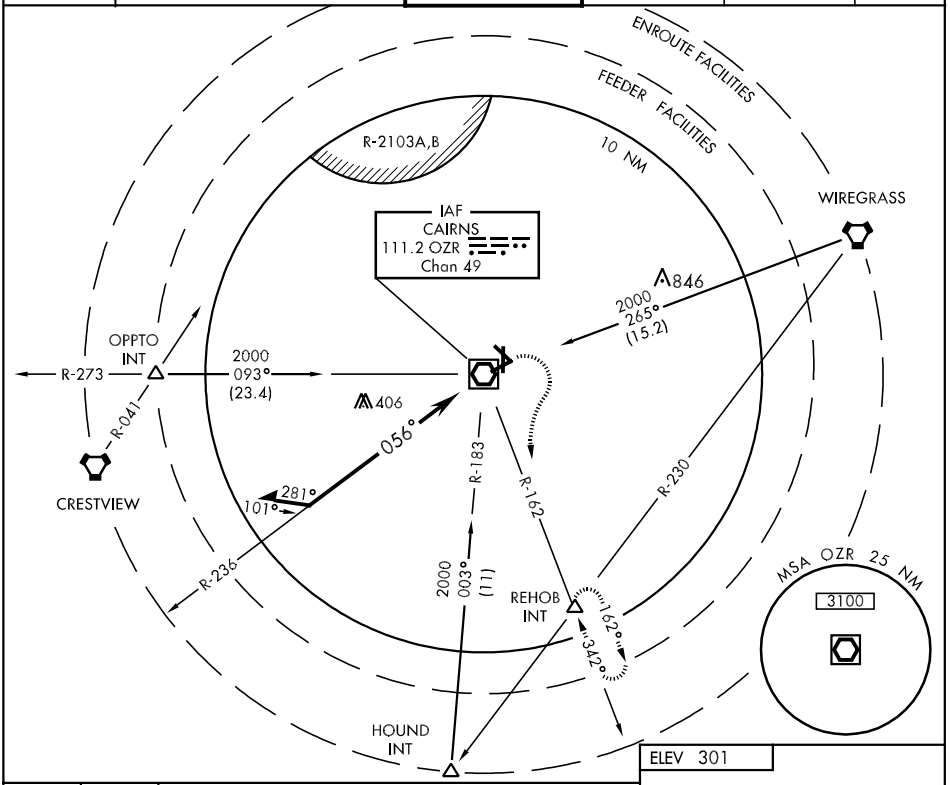
CAIRNS AAF (KOZR)

▼ Visibility reduction by helicopters NA.
* When ALS inop, increase CAT AB RVR to 5000, vis to 1 mile, CAT CD RVR to 6000 and vis to 1¼ miles.

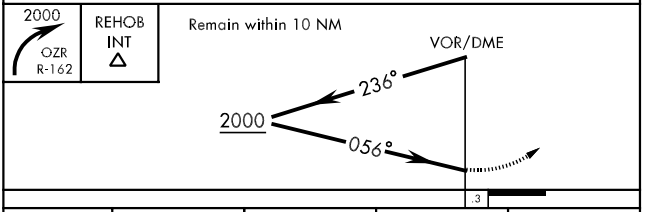
MALSR (A5)

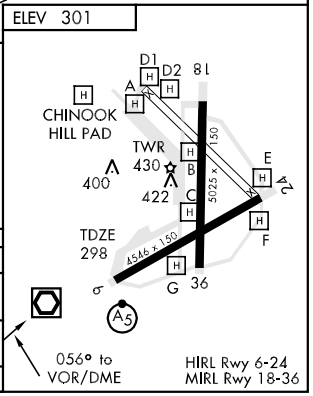
MISSED APPROACH: Climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				



SE-4, 03 JUN 2010 to 01 JUL 2010





CATEGORY	A	B	C	D
S-6 *	720/40 422 (500-¾)			
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)
S-PAR 6	548/50 250 (300-1) GS 2.7°			

VOR RWY 24

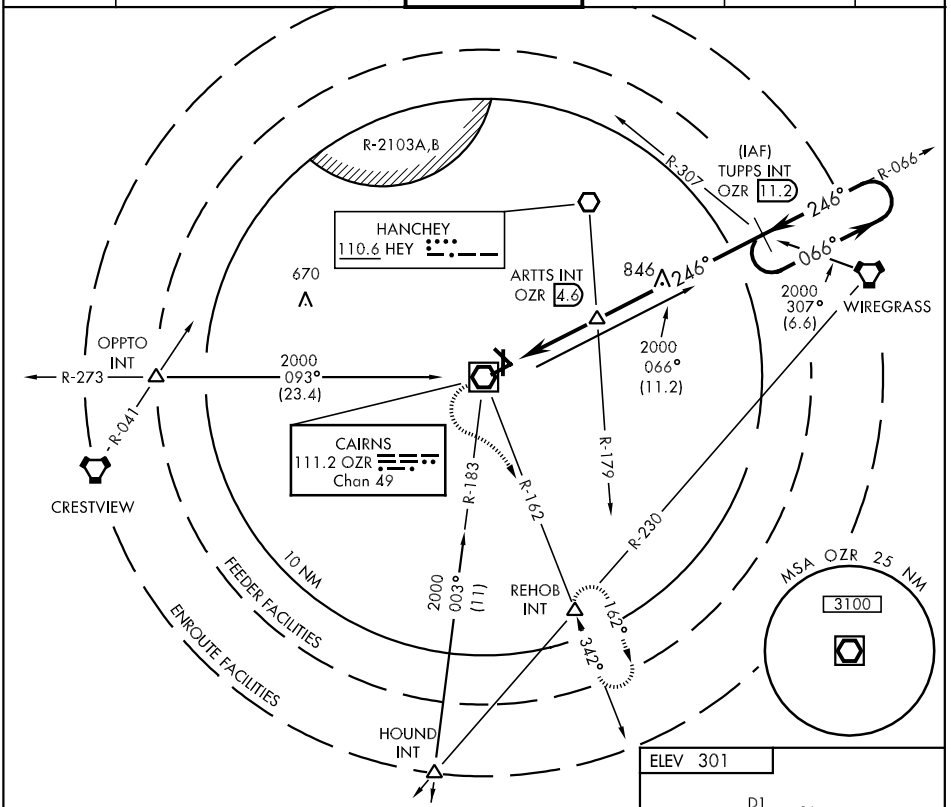
VOR/DME OZR	APCH CRS	Rwy ldg	4546
111.2	246°	TDZE	298
Chan 49		Arpt Elev	301

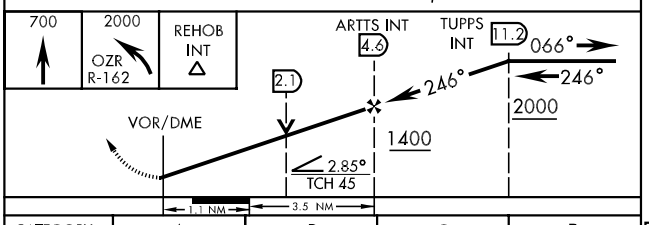
AL-577 [USA]

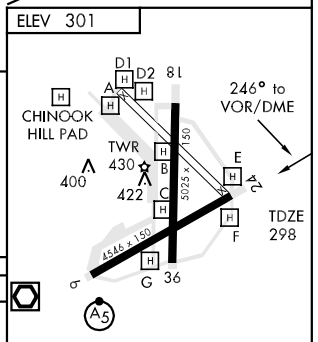
CAIRNS AAF (KOZR)

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climb to 700 then climbing right turn heading 290° to 2000 within 10 NM (RADAR required).

ATIS	CAIRNS APP CON		CAIRNS TOWER ★	GND CON	CLNC DEL	PAR
111.2	021°-120°	125.4 327.125	135.2 (CTAF)	121.9	118.075	
316.15	121°-219°	133.75 270.35	248.55	288.25	380.1	
	220°-340°	133.45 239.4				
	341°-020°	121.1 319.25				







CATEGORY	A	B	C	D
S-24	680-1	382 (400-1)		680-1¼ 382 (400-1¼)
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

HIRL Rwy 6-24
MIRL Rwy 18-36

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 65706 W06A	APP CRS 061°	Rwy Idg 6802 TDZE 569 Apt Elev 569

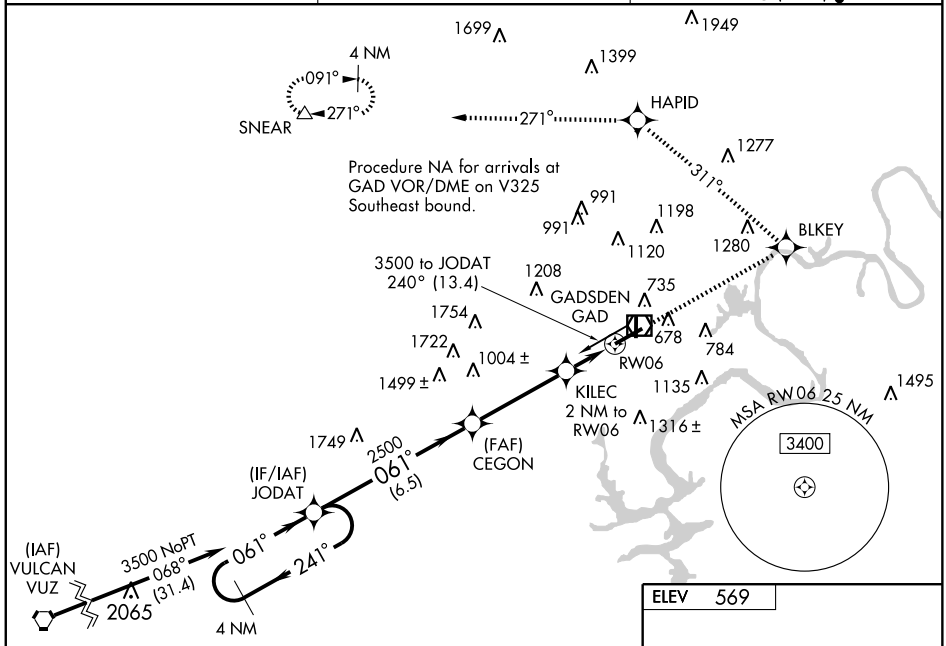
RNAV (GPS) RWY 6

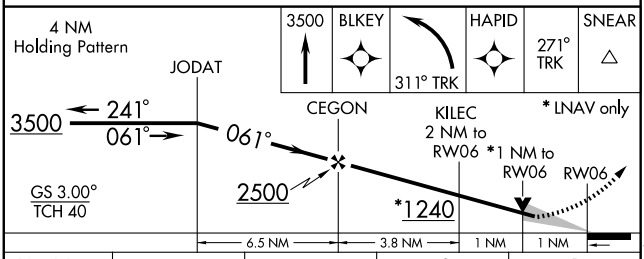
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 941,LNAV/VNAV DA to 996 and all MDAs 80 feet; increase LPV and LNAV/VNAV visibility ¼ all Cats, LNAV Cat. C & D visibility ¼ , and Circling Cat. C visibility ¼ . VDP NA when using Anniston altimeter setting.

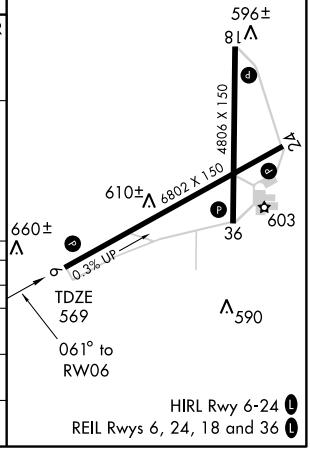
MISSED APPROACH: Climb to 3500 direct BLKEY and left turn via 311° track to HAPID and 271° track to SNEAR and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	875-1 306 (400-1)			
LNAV/ VNAV DA	930-1¼ 361 (400-1¼)			
LNAV MDA	940-1 371 (400-1)			940-1¼ 371 (400-1¼)
CIRCLING	1100-1 531 (600-1)		1100-1½ 531 (600-1½)	1120-2 551 (600-2)



HIRL Rwy 6-24 L
REIL Rwys 6, 24, 18 and 36 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4806
CH 90500	180°	TDZE	553
W18A		Apt Elev	569

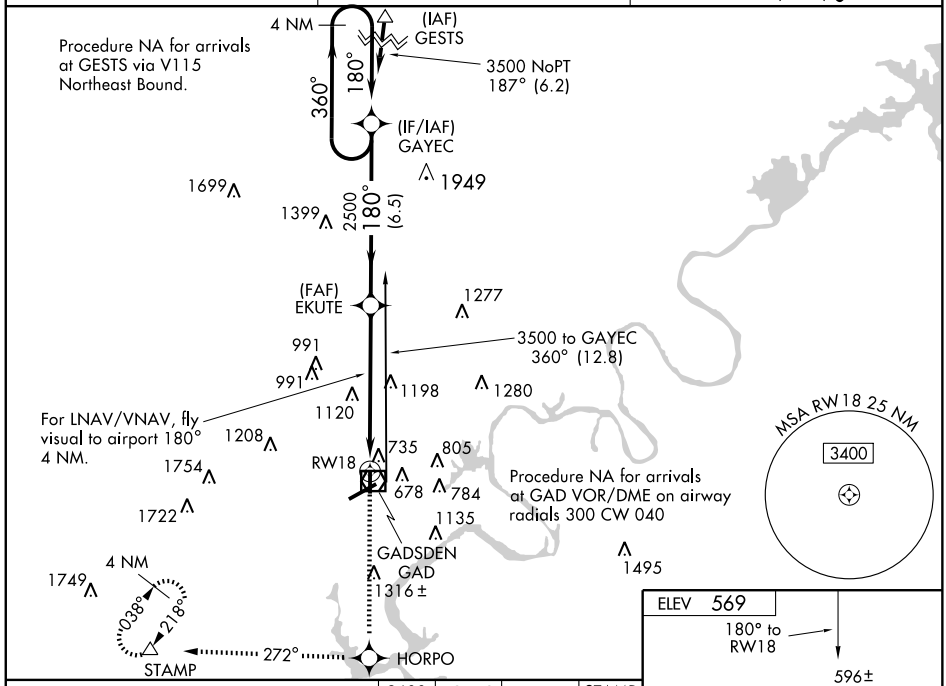
RNAV (GPS) RWY 18

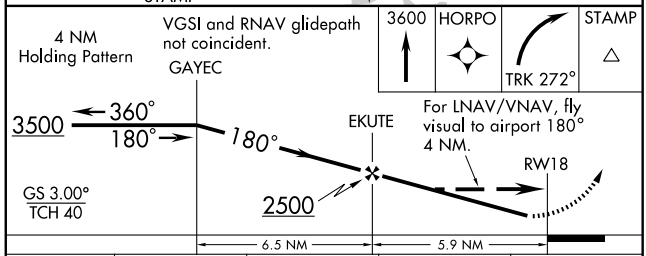
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

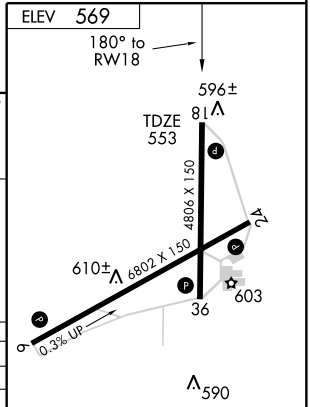
Straight-in minimums NA at night. Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 1033, LNAV/VNAV DA to 1917, and all MDAs 80 feet; increase LPV visibility all Cats. ¼ mile, increase LNAV and Circling Cat. B & C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct HORPO and right turn via 272° track to STAMP and hold, continue climb-in-hold to 3600.

AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	967-1½ 414 (400-1½)			
LNAV/ VNAV DA	1851-2 1298 (1300-2)		1851-3 1298 (1300-3)	
LNAV MDA	1500-1¼ 947 (1000-1¼)		1500-2¾ 947 (1000-2¾)	1500-3 947 (1000-3)
CIRCLING	1500-1¼ 931 (1000-1¼)		1500-2¾ 931 (1000-2¾)	1500-3 931 (1000-3)

HIRL Rwy 6-24 L
REIL Rwys 6, 24, 18 and 36 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6802
CH 65905	241°	TDZE	560
W24A		Apt Elev	569

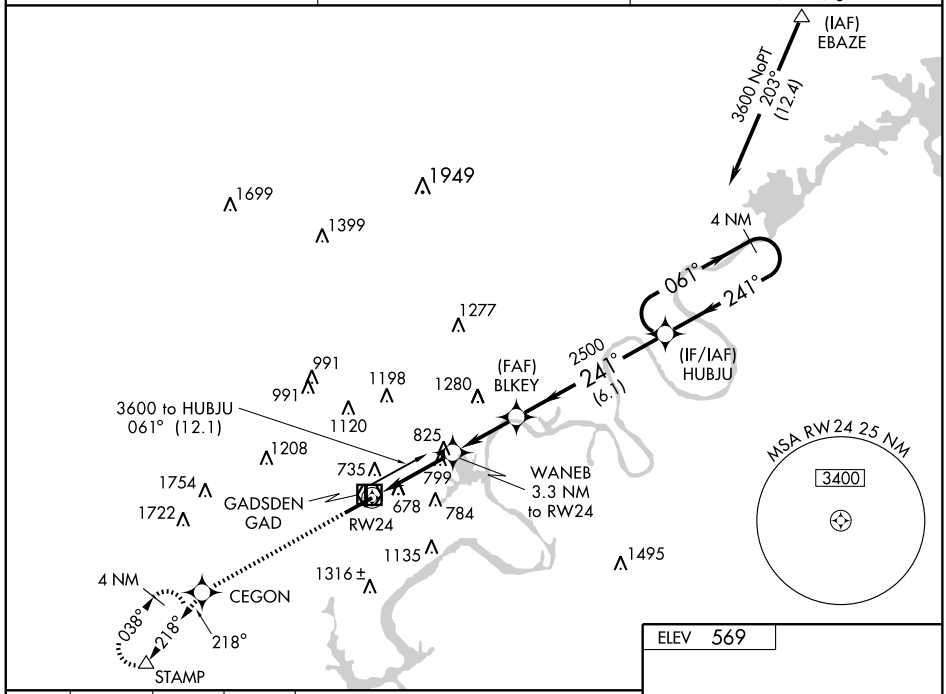
RNAV (GPS) RWY 24

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 918, LNAV/VNAV DA to 1145, and all MDAs 80 feet; increase LPV all Cats, LNAV Cat. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct CEGON and via 218° track to STAMP and hold, continue climb-in-hold to 3600.

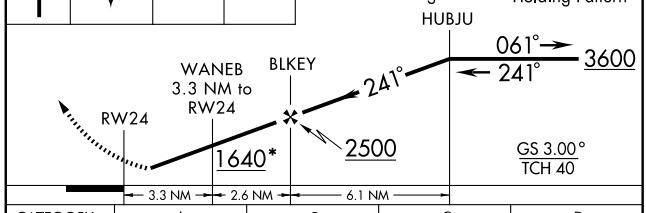
AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L

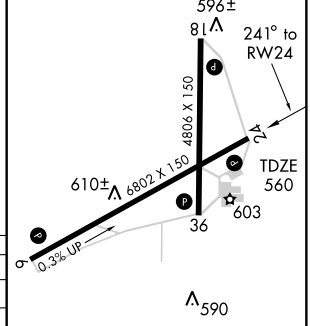


3600	CEGON	TRK 218°	STAMP

*LNAV only.
*1720 when using Anniston altimeter setting.

4 NM Holding Pattern





CATEGORY	A	B	C	D
LPV DA	852-1 292 (300-1)			
LNAV/ VNAV DA	1079-2 519 (600-2)			
LNAV MDA	1060-1 500 (500-1)		1060-1¼ 500 (500-1¼)	1060-1½ 500 (500-1½)
CIRCLING	1100-1 531 (600-1)		1100-1½ 531 (600-1½)	1120-2 551 (600-2)

HIRL Rwy 6-24 L
REIL Rwys 6, 24, 18 and 36 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4806
360°	TDZE	555
	Apt Elev	569

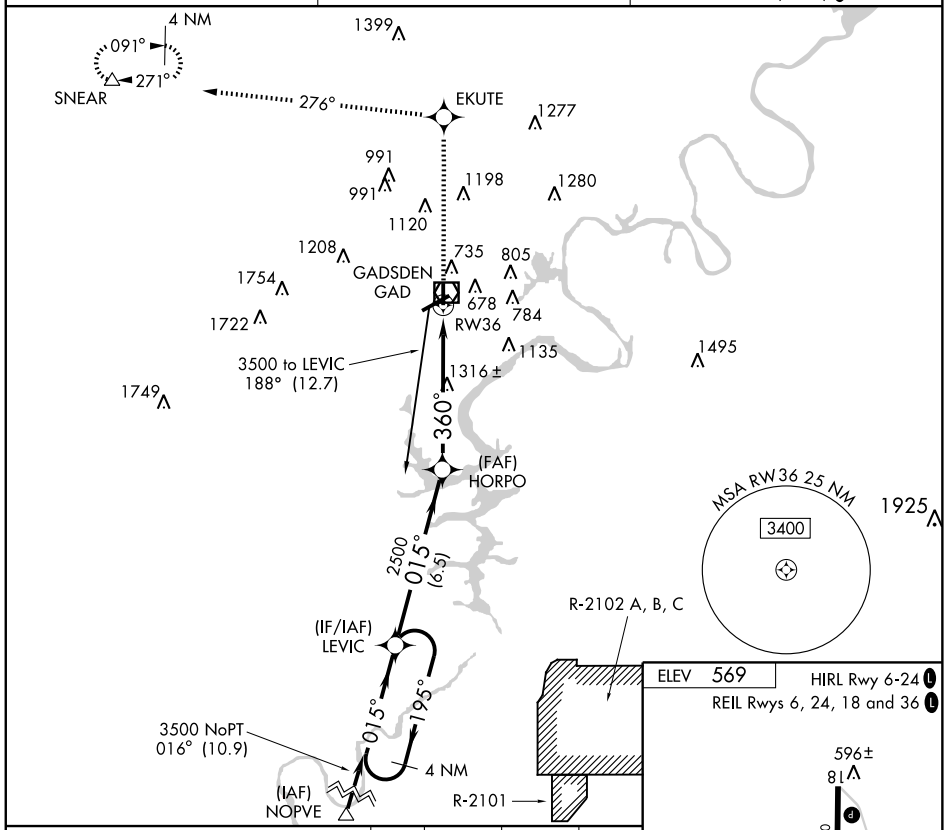
RNAV (GPS) RWY 36

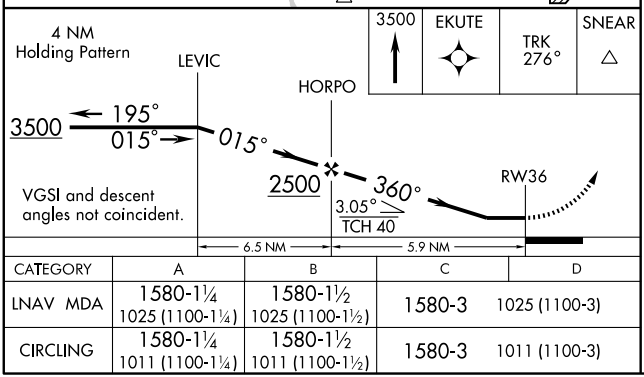
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

Straight-in minimums NA at night. Circling to Rwy 18/36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3500 direct EKUTE and via 276° track to SNEAR and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1580-1¼ 1025 (1100-1¼)	1580-1½ 1025 (1100-1½)	1580-3	1025 (1100-3)
CIRCLING	1580-1¼ 1011 (1100-1¼)	1580-1½ 1011 (1100-1½)	1580-3	1011 (1100-3)

SE-4, 03 JUN 2010 to 01 JUL 2010

VOR/DME GAD	APP CRS	Rwy Idg	6802
112.3	052°	TDZE	569
Chan 70		Apt Elev	569

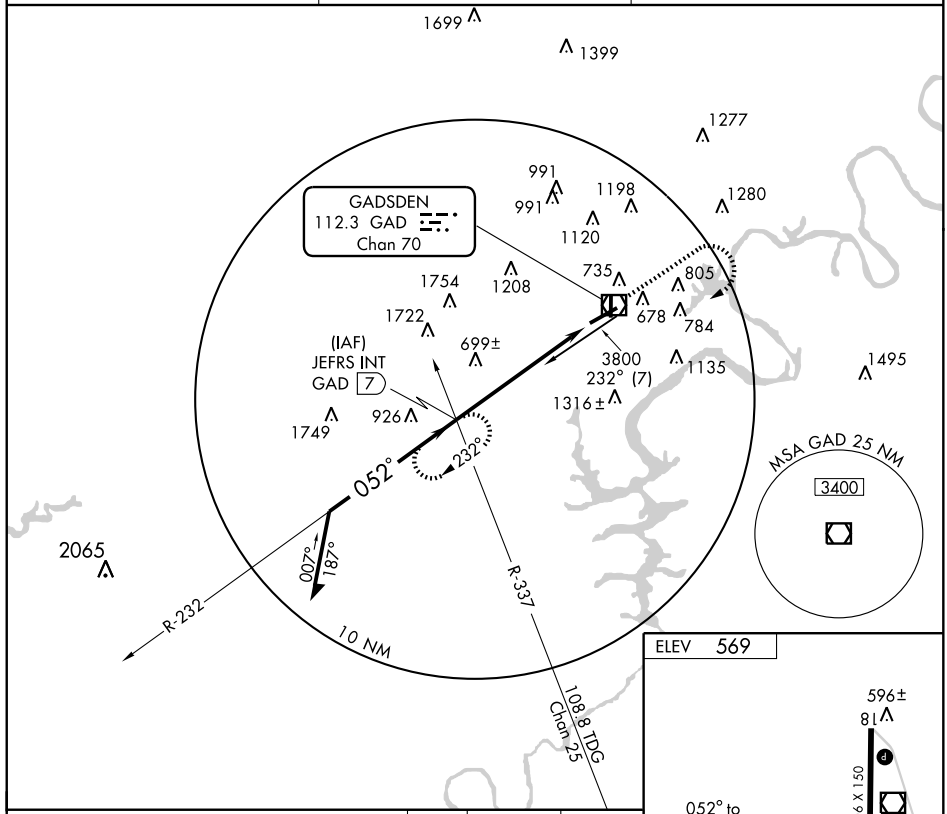
VOR RWY 6

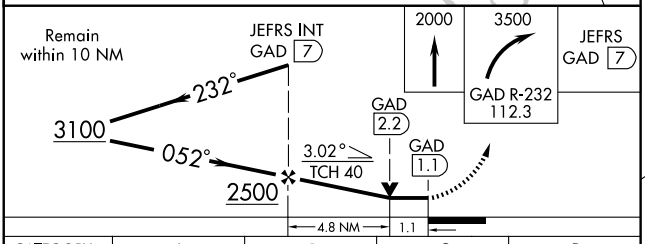
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

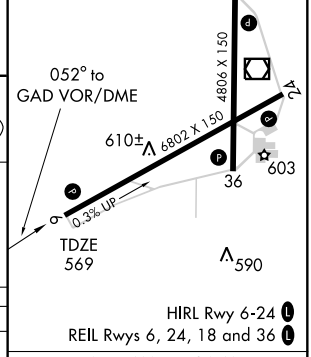
Circling to Rwy 18/36 NA at night. When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet; increase S-6 Cat. C and D visibility ¼ mile. VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 via GAD VOR/DME R-232 to JEFRS Int/7 DME and hold, continue climb-in-hold to 3500.

AWOS-3	BIRMINGHAM APP CON	UNICOM
127.825	120.05 257.7	122.8 (CTAF) L







HIRL Rwy 6-24 L
REIL Rwys 6, 24, 18 and 36 L

CATEGORY	A	B	C	D
S-6	960-1 391 (400-1)			960-1¼ 391 (400-1¼)
CIRCLING	1100-1 531 (600-1)		1100-1½ 531 (600-1½)	1120-2 551 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5200
142°	TDZE	451
	Apt Elev	451

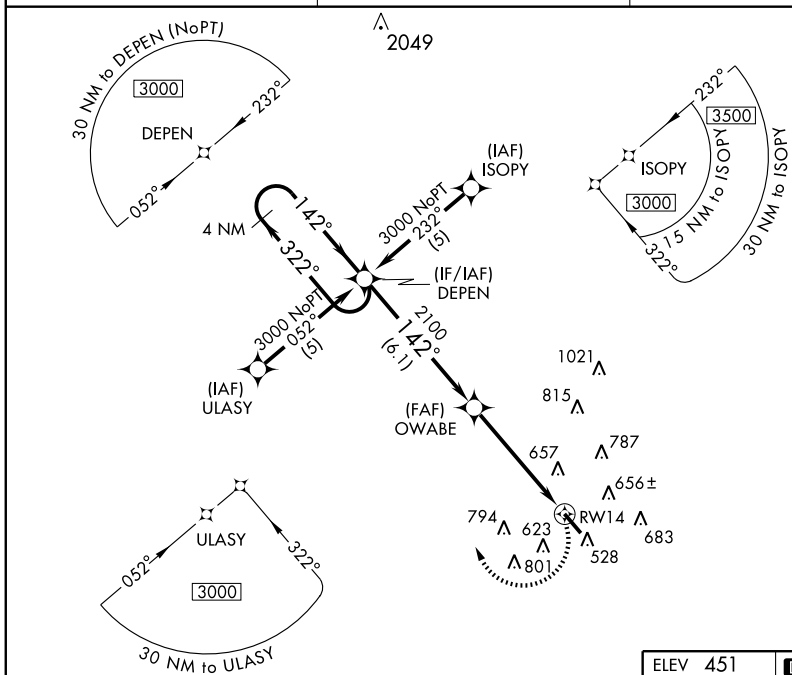
RNAV (GPS) RWY 14

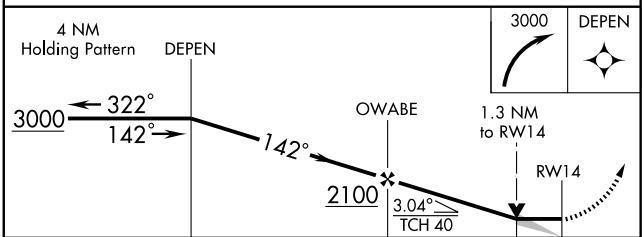
GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)

DME/DME RNP-0.3 NA.

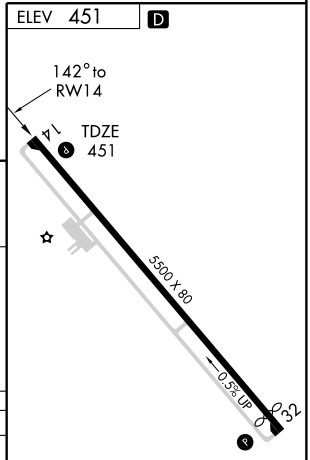
MISSED APPROACH: Climbing right turn to 3000 direct DEPEN and hold.

ASOS	ATLANTA CENTER	UNICOM
120.0	120.55 270.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	900-1 449 (500-1)		900-1¼ 449 (500-1¼)	900-1½ 449 (500-1½)
CIRCLING	900-1 449 (500-1)	960-1 509 (600-1)	960-1½ 509 (600-1½)	1140-2¼ 689 (700-2¼)



MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5200
322°	TDZE	443
	Apt Elev	451

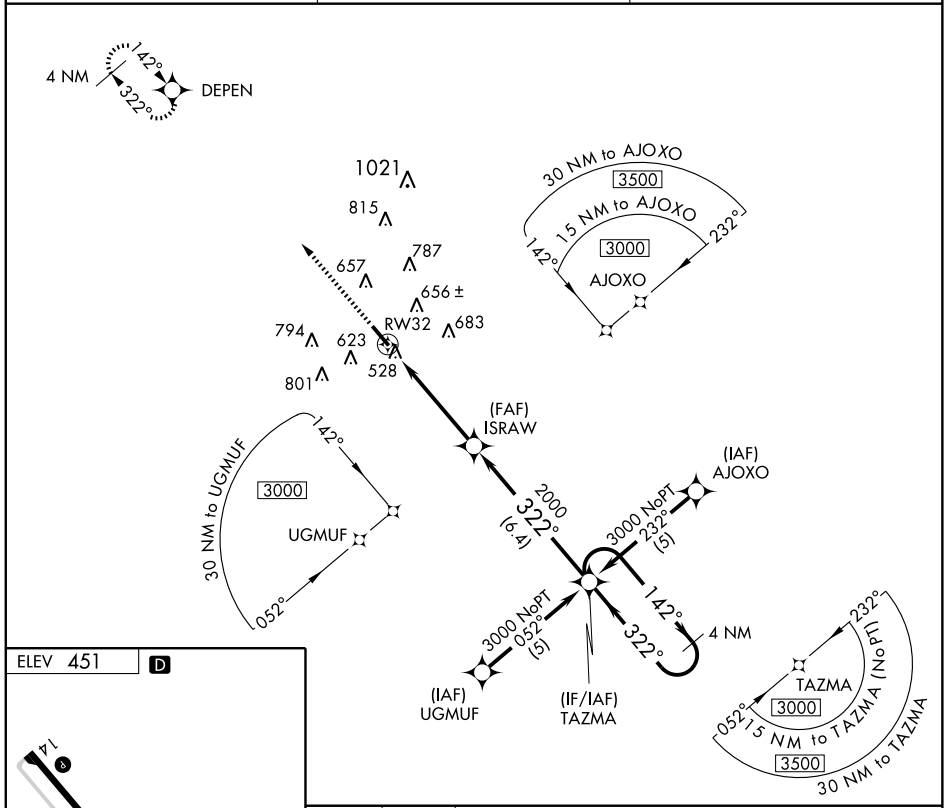
RNAV (GPS) RWY 32

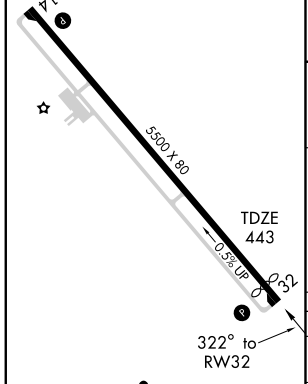
GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)

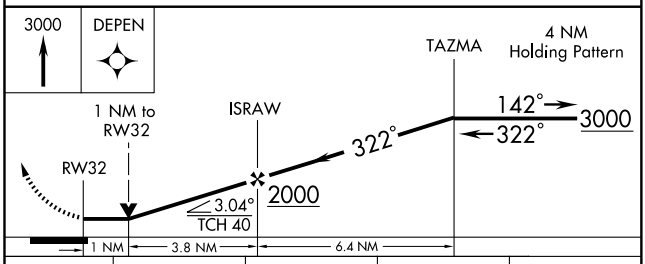
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DEPEN and hold.

ASOS	ATLANTA CENTER	UNICOM
120.0	120.55 270.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	780-1 337 (400-1)			
CIRCLING	840-1 389 (400-1)	960-1 509 (600-1)	960-1½ 509 (600-1½)	1140-2¼ 689 (700-2¼)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SE-4, 03 JUN 2010 to 01 JUL 2010

GULF SHORES, ALABAMA AL-6827 (FAA)

LOC/DME I-JKA	APP CRS	Rwy Idg	6500
110.7	270°	TDZE	16
Chan 44		Apt Elev	16

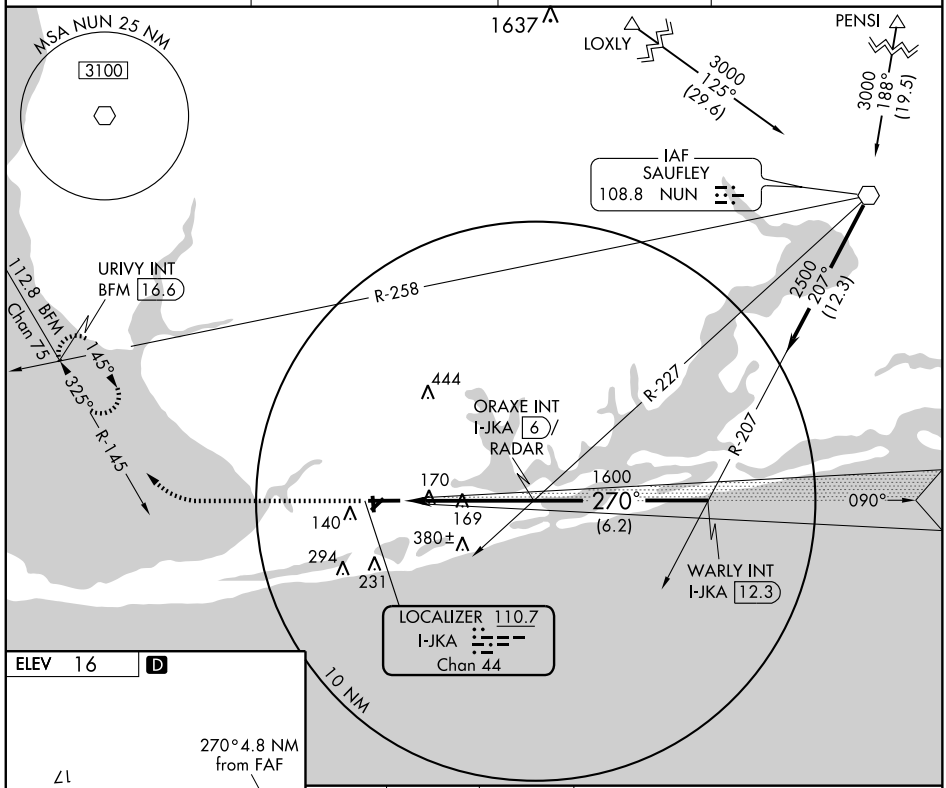
ILS or LOC RWY 27

GULF SHORES/JACK EDWARDS (JKA)

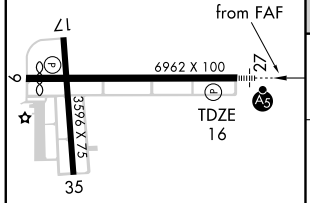
MALSR

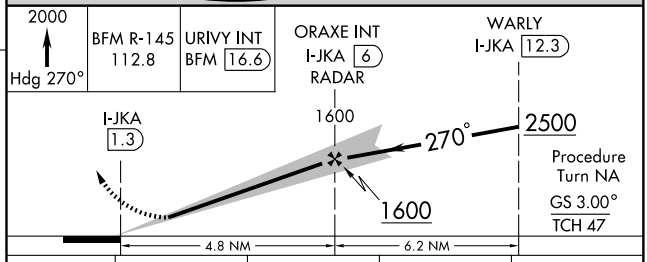
MISSED APPROACH: Climb to 2000 via 270° heading and BFM VORTAC R-145 to URIVY Int/BFM 16.6 DME and hold.

AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	120.05 376.8	124.55	122.7 (CTAF) L



ELEV 16 D





MIRL Rwy 17-35
HIRL Rwy 9-27 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 27 DH	216-½ 200 (200-½)			
S-LOC 27 MDA	540-½ 524 (600-½)		540-1 524 (600-1)	540-1¼ 524 (600-1¼)
CIRCLING	540-1 524 (600-1)		540-1½ 524 (600-1½)	580-2 564 (600-2)

SE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH **86503**	**090°**	Rwy Idg	**6500**
W09A		TDZE	**16**
		Apt Elev	**17**

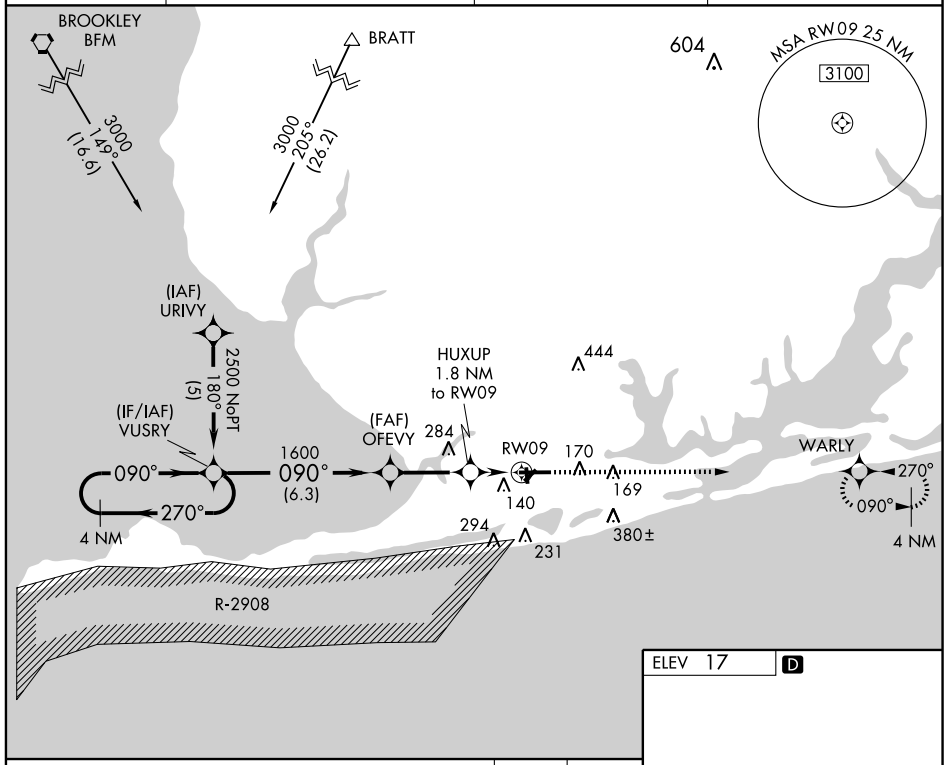
RNAV (GPS) RWY 9

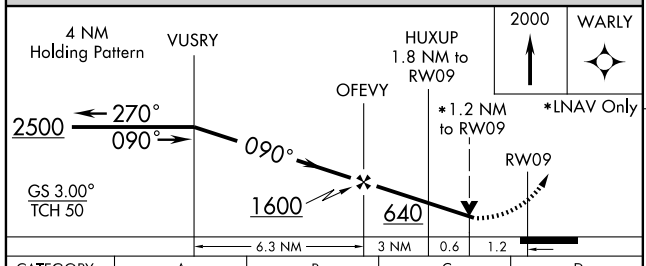
GULF SHORES/JACK EDWARDS (JKA)

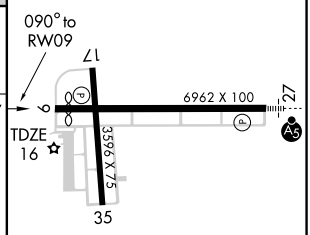
If local altimeter setting not received, use Pensacola Rgnl, FL altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Pensacola Rgnl, FL altimeter setting.

MISSED APPROACH: Climb to 2000 direct WARLY and hold.

AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	**120.05 376.8**	**124.55**	**122.7** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	354-1¼ 338 (400-1¼)			
LNAV/VNAV DA	476-1½ 460 (500-1½)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	480-1 463 (500-1)		480-1½ 463 (500-1½)	580-2 563 (600-2)

MIRL Rwy 17-35
HIRL Rwy 9-27 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 99503	270°	Rwy Idg	6500
W27A		TDZE	17
		Apt Elev	17

RNAV (GPS) RWY 27

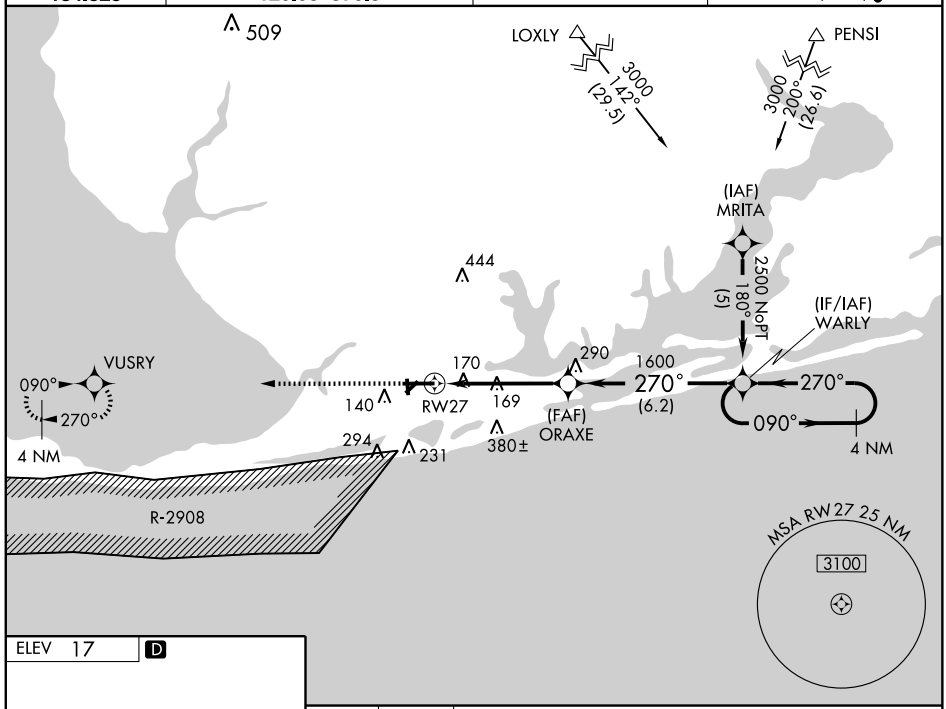
GULF SHORES/JACK EDWARDS (JKA)

T A If local altimeter setting not received, use Pensacola Rgnl, FL altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Pensacola Rgnl, FL altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALSR, increase LPV all Cats visibility to 1½ and LNAV Cat D visibility to 1¼.

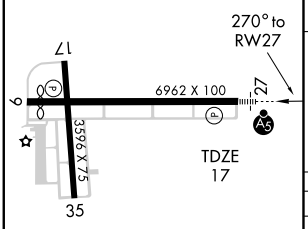
MALSR

MISSED APPROACH: Climb to 2000 direct VUSRY and hold.

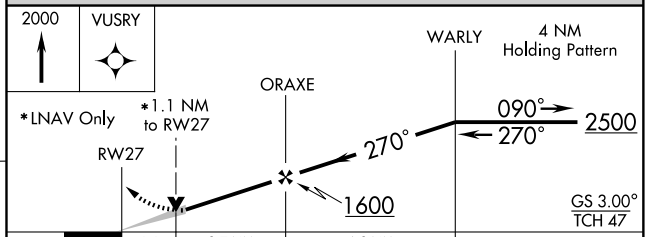
AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	120.05 376.8	124.55	122.7 (CTAF) L



ELEV 17 D



MIRL Rwy 17-35
HIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LPV DA	448-1 431 (500-1)			
LNAV/VNAV DA	480-1¼ 463 (500-1¼)			
LNAV MDA	420-½ 403 (500-½)		420-¾ 403 (500-¾)	420-1 403 (500-1)
CIRCLING	480-1 463 (500-1)		480-1½ 463 (500-1½)	580-2 563 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

GULF SHORES, ALABAMA

AL-6827 (FAA)

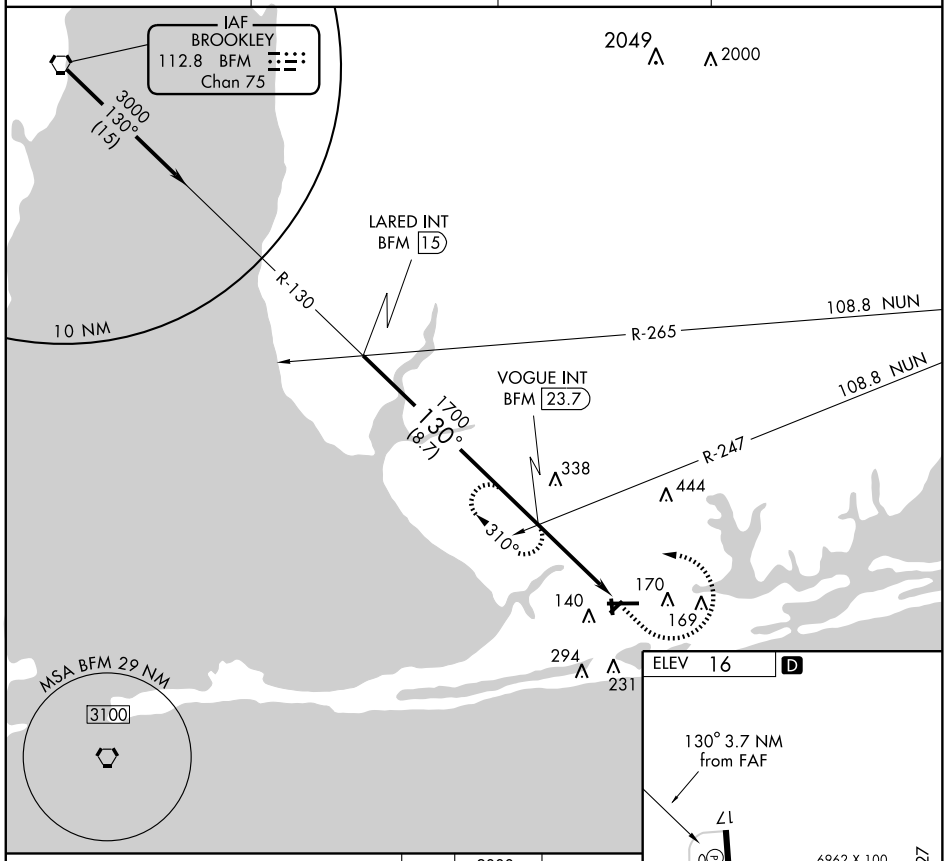
VOR-A

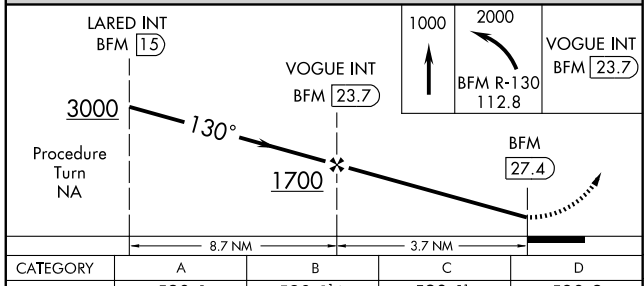
GULF SHORES/JACK EDWARDS (JKA)

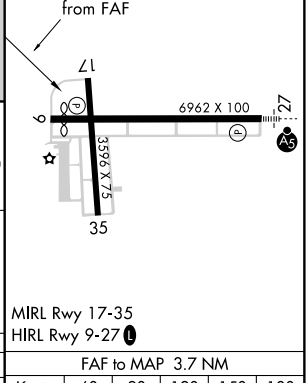
VORTAC BFM 112.8 Chan 75	APP CRS 130°	Rwy Idg N/A TDZE N/A Apt Elev 16

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 via BFM R-130 to VOGUE Int/23.7 DME and hold.

AWOS-3	PENSACOLA APP CON	CLNC DEL	UNICOM
134.525	120.05 376.8	124.55	122.7 (CTAF) L







MIRL Rwy 17-35
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	520-1 504 (600-1)	520-1¼ 504 (600-1¼)	520-1½ 504 (600-1½)	580-2 564 (600-2)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
222°	TDZE	N/A
	Apt Elev	613

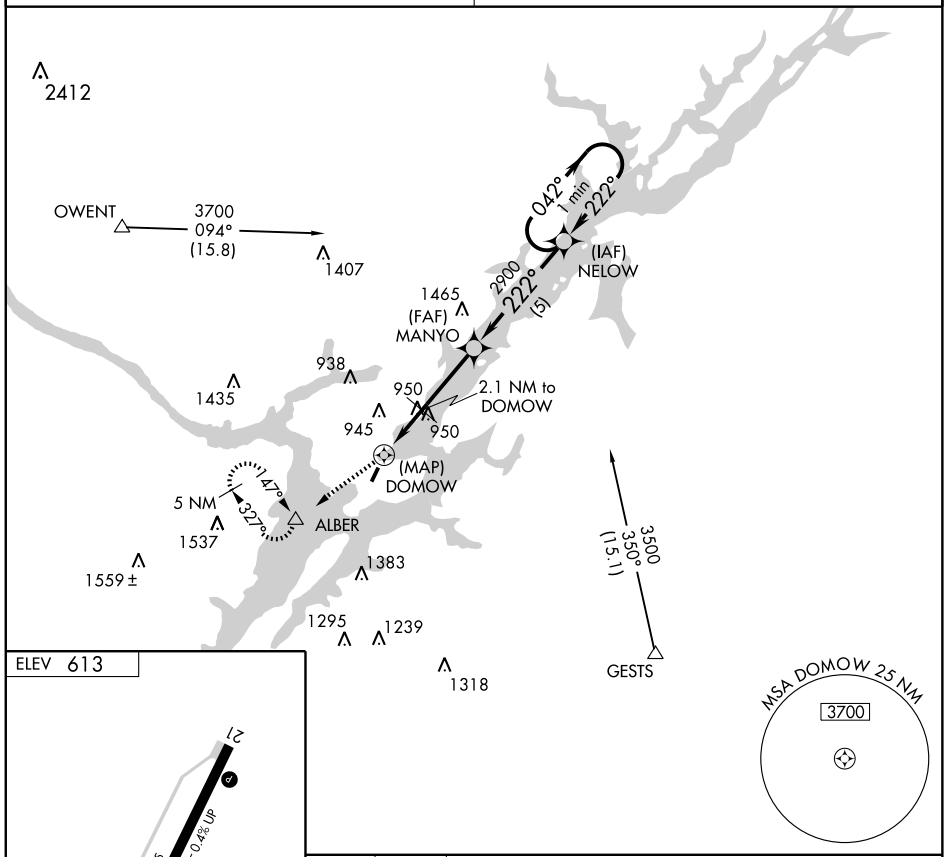
GPS-A

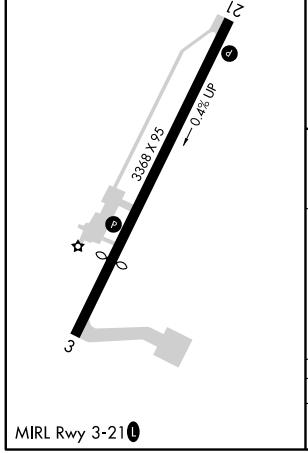
GUNTERSVILLE MUNI-JOE STARNES FIELD (8A1)

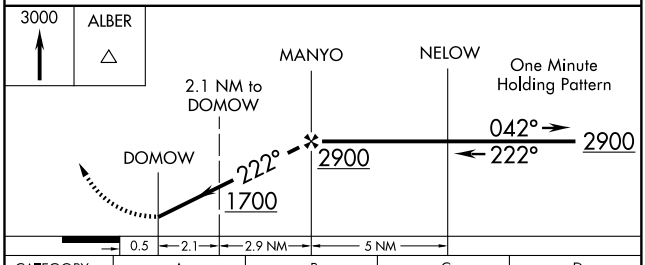
Procedure not authorized at night.
Use Huntsville Intl. altimeter setting.
Circling not authorized southeast of Rwys 3 and 21.

MISSED APPROACH: Climb to 3000 direct ALBER WP and hold.

HUNTSVILLE APP CON ★	UNICOM
125.6 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 927 (1000-1¼)		1540-2¾ 927 (1000-2¾)	NA

MIRL Rwy 3-21 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5008
003°	TDZE	918
	Apt Elev	930

GPS RWY 36

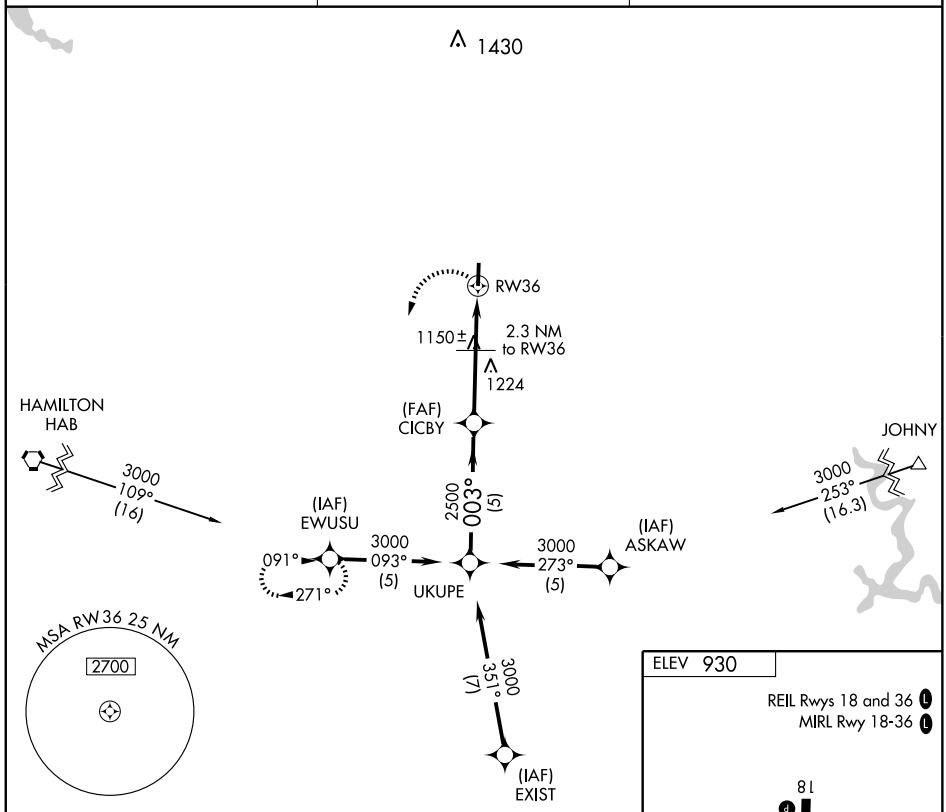
HALEYVILLE / POSEY FIELD (1M4)

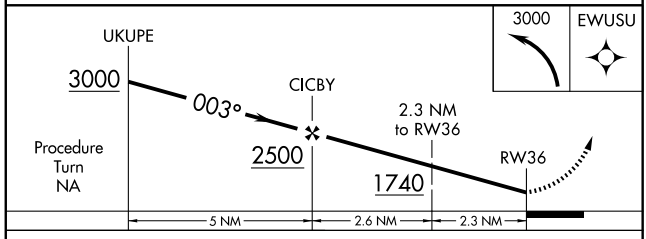
NA

Use Muscle Shoals altimeter setting.

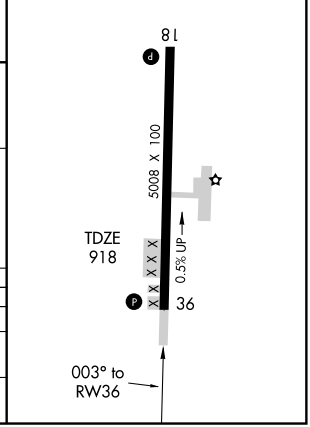
MISSED APPROACH: Climbing left turn to 3000 direct EWUSU WP and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.525	120.8 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	1520-1	602 (600-1)	NA	
CIRCLING	1540-1	610 (700-1)	NA	



SE-4, 03 JUN 2010 to 01 JUL 2010

HALEYVILLE, ALABAMA

AL-5937 (FAA)

VORTAC HAB	APP CRS	Rwy Idg	N/A
110.4	074°	TDZE	N/A
Chan 41		Apt Elev	930

VOR/DME or GPS-A

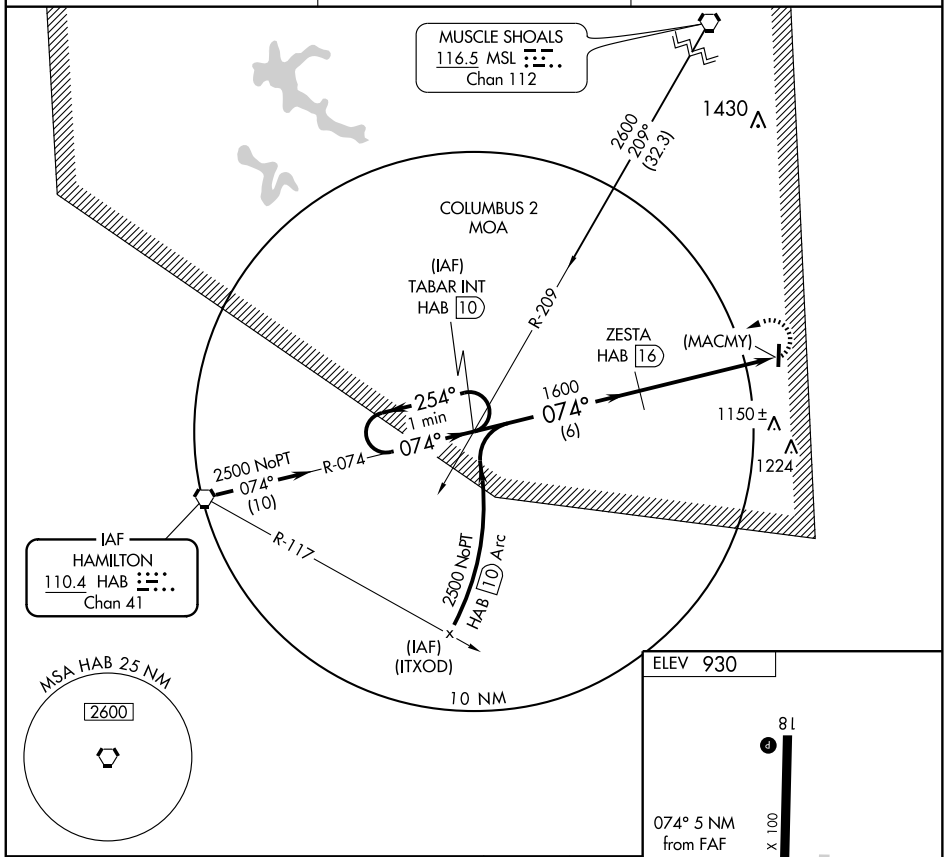
HALEYVILLE / POSEY FIELD (1M4)

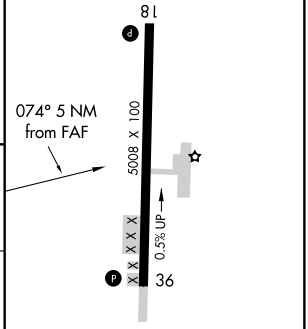
Use Muscle Shoals altimeter setting; when not received, use Huntsville altimeter setting and increase all MDAs 40 feet and visibility Cat. C and D ¼ mile.

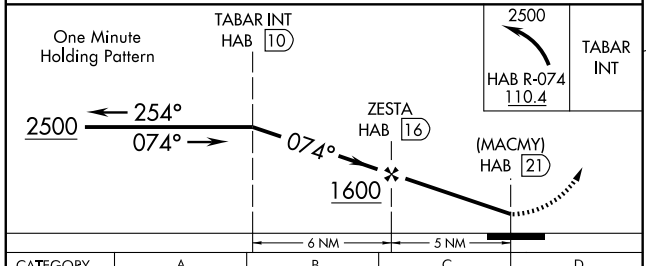
NA

MISSED APPROACH: Climbing left turn to 2500 via HAB R-074 to TABAR Int/10 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.525	120.8 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1520-1 595 (600-1)	1520-1¼ 595 (600-1¼)	1520-1½ 595 (600-1½)	1580-2 655 (700-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SE-4, 03 JUN 2010 to 01 JUL 2010

HALEYVILLE, ALABAMA

AL-5937 (FAA)

VORTAC	MSL	APP CRS	Rwy Idg	5008
116.5		190°	TDZE	930
Chan 112			Apt Elev	930

VOR/DME or GPS RWY 18

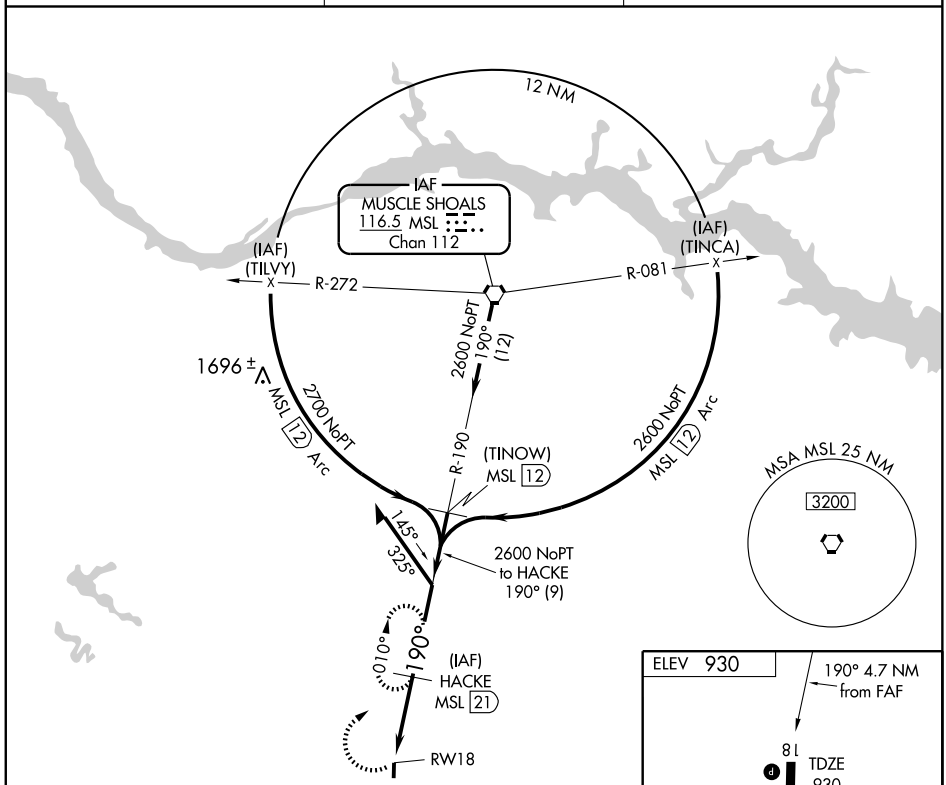
HALEYVILLE / POSEY FIELD (1M4)

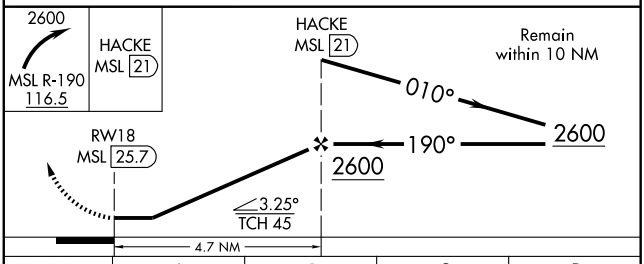
▼ NA

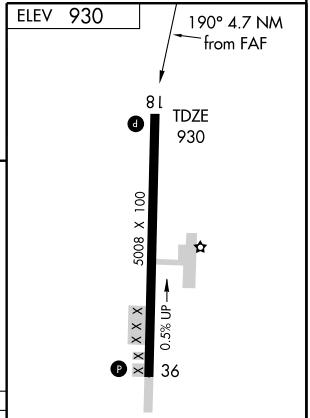
Use Muscle Shoals altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 via MSL R-190 to HACKE MSL 21 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.525	120.8 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1520-1 590 (600-1)	1520-1¼ 590 (600-1¼)	1520-1½ 590 (600-1½)	NA
CIRCLING	1540-1 610 (700-1)	1540-1¼ 610 (700-1¼)	1540-1¾ 610 (700-1¾)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5495
181°	TDZE	436
	Apt Elev	436

RNAV (GPS) RWY 18

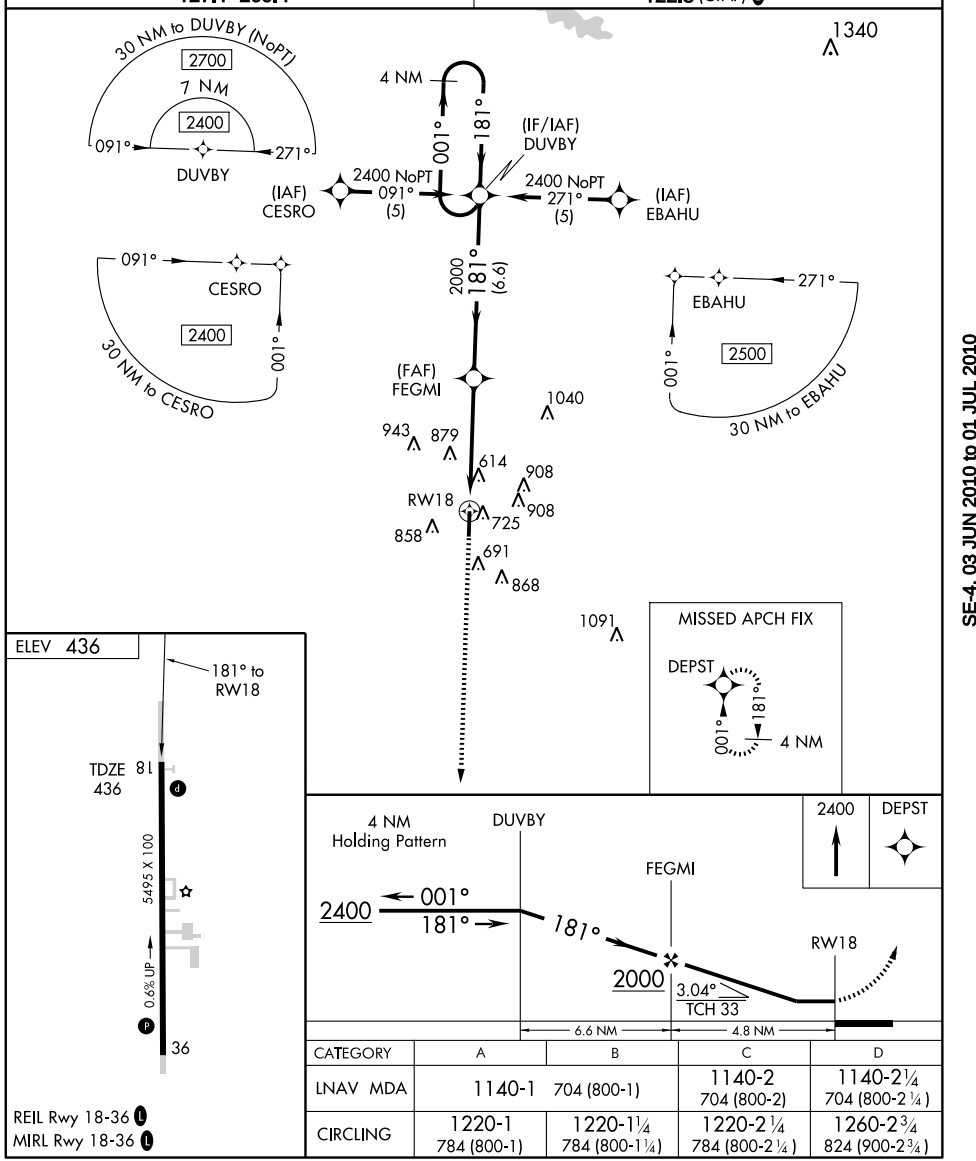
HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF. When not received, use Tupelo altimeter setting and increase all MDA 120 feet, increase LNAV MDA visibility Cat B ¼ mile, Cat C, D ½ mile and Circling visibility Cats A, D ¼ mile, Cat C ½ mile.

MISSED APPROACH: Climb to 2400 direct DEPST and hold.

MEMPHIS CENTER	UNICOM
127.1 269.4	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1140-1	704 (800-1)	1140-2 704 (800-2)	1140-2¼ 704 (800-2¼)
CIRCLING	1220-1 784 (800-1)	1220-1¼ 784 (800-1¼)	1220-2¼ 784 (800-2¼)	1260-2¾ 824 (900-2¾)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5495
CH 42712	001°	TDZE	418
W36A		Apt Elev	436

RNAV (GPS) RWY 36

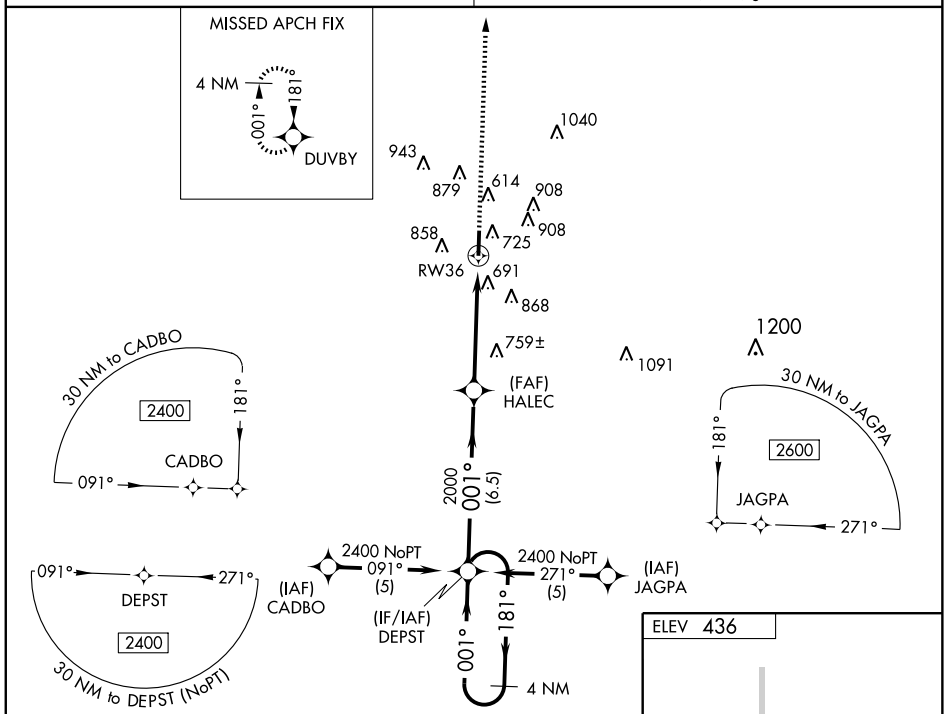
HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

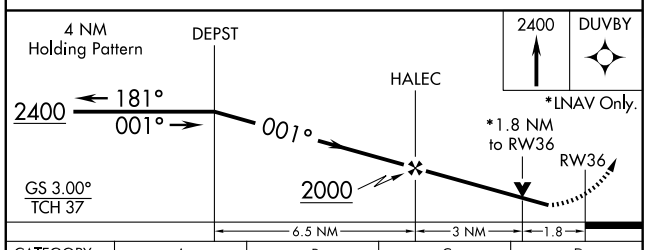
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase DA 104 feet and all MDA 120 feet, increase visibility LPV all Cats and LNAV Cats C, D ¼ mile, Circling Cats A, D ¼ mile, and Cat C ½ mile. LNAV/VNAV NA when using Tupelo altimeter setting. VDP NA when using Tupelo altimeter setting.

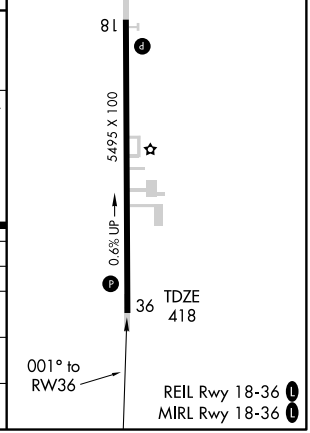
NA

MISSED APPROACH: Climb to 2400 direct DUVBY and hold.

MEMPHIS CENTER	UNICOM
127.1 269.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	723-1¼ 305 (300-1¼)			
LNAV/VNAV DA	1219-3 801 (800-3)			
LNAV MDA	1020-1 602 (600-1)		1020-1¾ 602 (600-1¾)	1020-2 602 (600-2)
CIRCLING	1220-1 784 (800-1)	1220-1¼ 784 (800-1¼)	1220-2¼ 784 (800-2¼)	1260-2¾ 824 (900-2¾)

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC HAB	APP CRS	Rwy Idg	5495
110.4	169°	TDZE	436
Chan 41		Apt Elev	436

VOR RWY 18

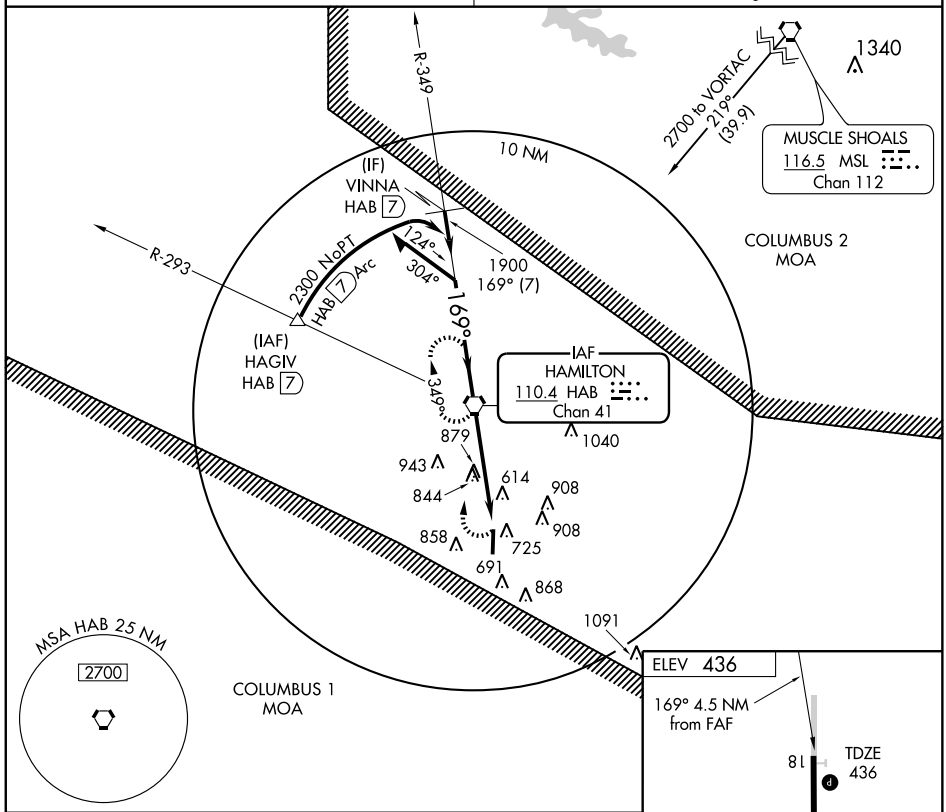
HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

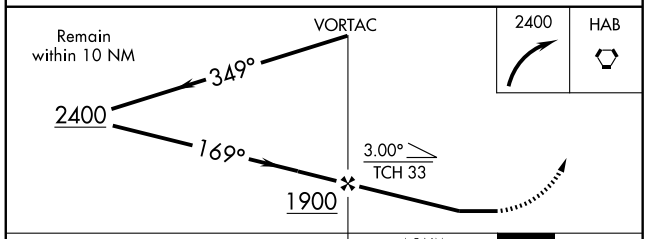
Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase all MDA 120 feet, increase S-18 Cats A, B, D visibility ¼ mile, Cat C ½ mile, and Circling Cats A, B, D ¼ mile, Cat C ½ mile.

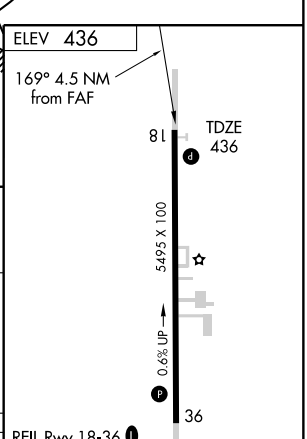
NA

MISSED APPROACH: Climbing right turn to 2400 direct HAB VORTAC and hold.

MEMPHIS CENTER	UNICOM
127.1 269.4	122.8 (CTAF) L







REIL Rwy 18-36 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	1300-1 864 (900-1)	1300-1¼ 864 (900-1¼)	1300-2½ 864 (900-2½)	1300-2¾ 864 (900-2¾)
CIRCLING	1300-1 864 (900-1)	1300-1¼ 864 (900-1¼)	1300-2½ 864 (900-2½)	1300-2¾ 864 (900-2¾)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-4, 03 JUN 2010 to 01 JUL 2010

HARTSELLE, ALABAMA AL-6805 (FAA)

APP CRS	Rwy Idg	3599
181°	TDZE	628
	Apt Elev	628

RNAV (GPS) RWY 18

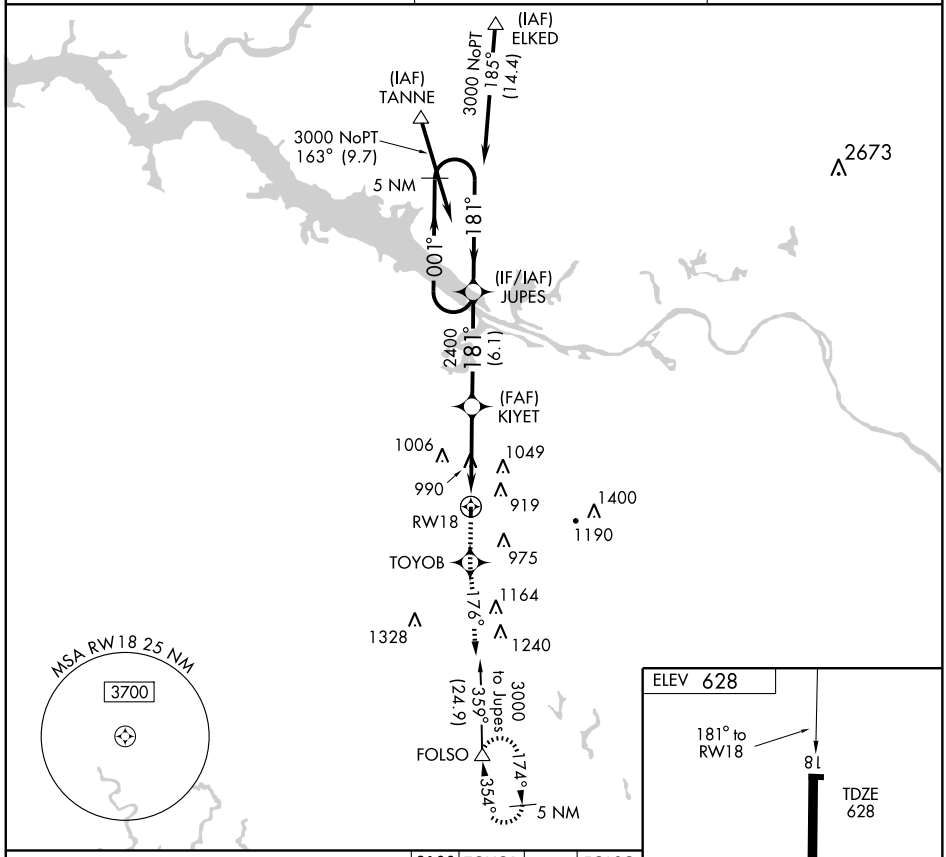
HARTSELLE-MORGAN COUNTY RGNL (5MØ)

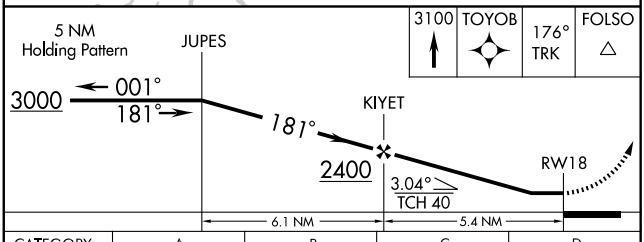
Use Huntsville Intl-Carl T. Jones Field altimeter setting; if not received, use Cullman altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

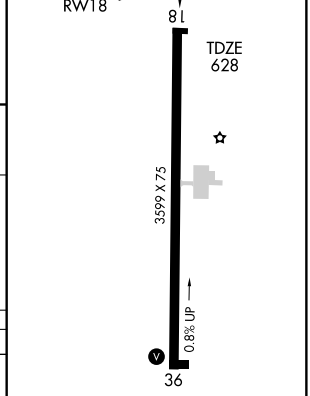
NA

MISSED APPROACH: Climb to 3100 direct TOYOB and via 176° track to FOLSO and hold.

HUNTSVILLE INTL - CARL T. JONES FIELD ATIS	HUNTSVILLE APP CON ★	UNICOM
121.25	118.05 239.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	712 (800-1)	1340-2 712 (800-2)	NA
CIRCLING	1340-1	712 (800-1)	1340-2 712 (800-2)	NA

MIRL Rwy 18- 36 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3599
001°	TDZE	599
	Apt Elev	628

RNAV (GPS) RWY 36

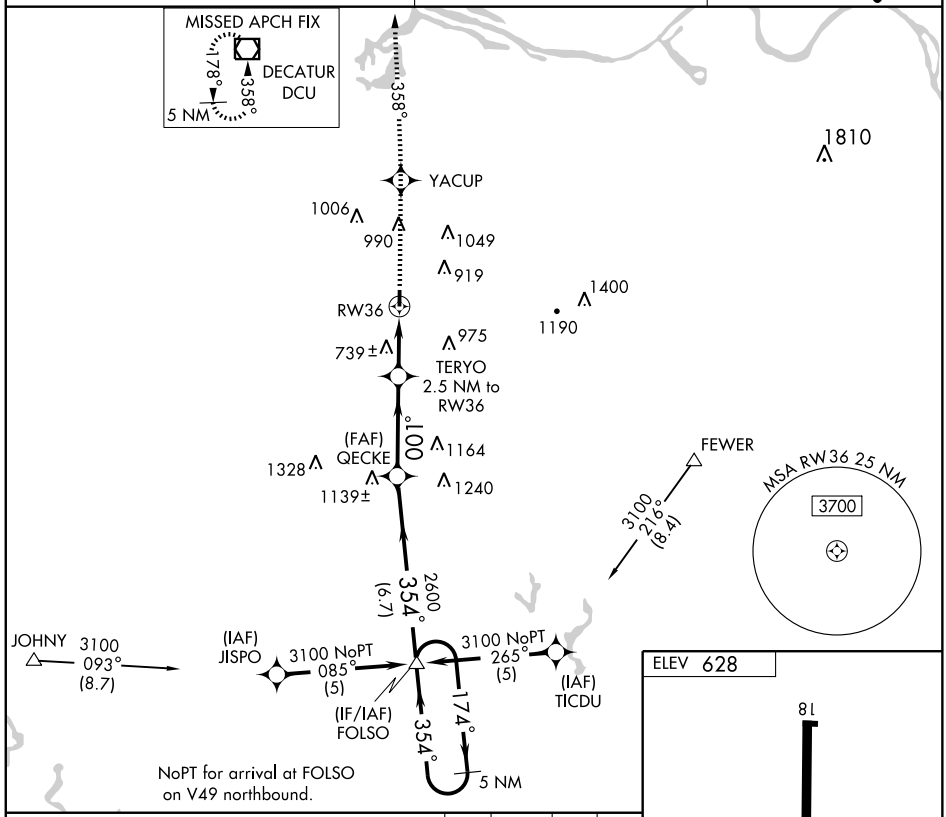
HARTSELLE-MORGAN COUNTY RGNL (5MØ)

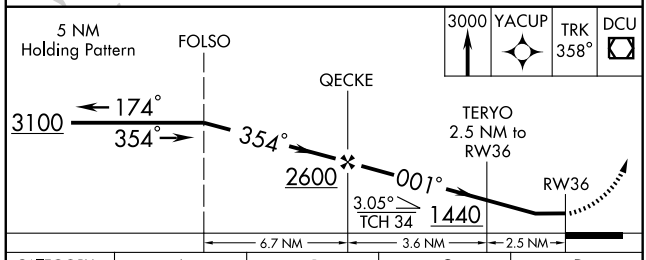
Use Huntsville Intl-Carl T. Jones Field altimeter setting; if not received, use Cullman altimeter setting and increase all MDAs 40 feet. When VGSI Inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

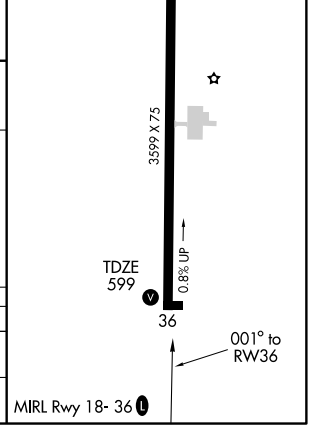
NA

MISSED APPROACH: Climb to 3000 direct YACUP and via 358° track to DCU VOR/DME and hold.

HUNTSVILLE INTL - CARL T. JONES FIELD ATIS	HUNTSVILLE APP CON ★	UNICOM
121.25	118.05 239.0	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1040-1	441 (500-1)	1040-1¼ 441 (500-1¼)	NA
CIRCLING	1140-1 512 (600-1)	1160-1 532 (600-1)	1180-1½ 552 (600-1½)	NA

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5002
094°	TDZE	355
	Apt Elev	356

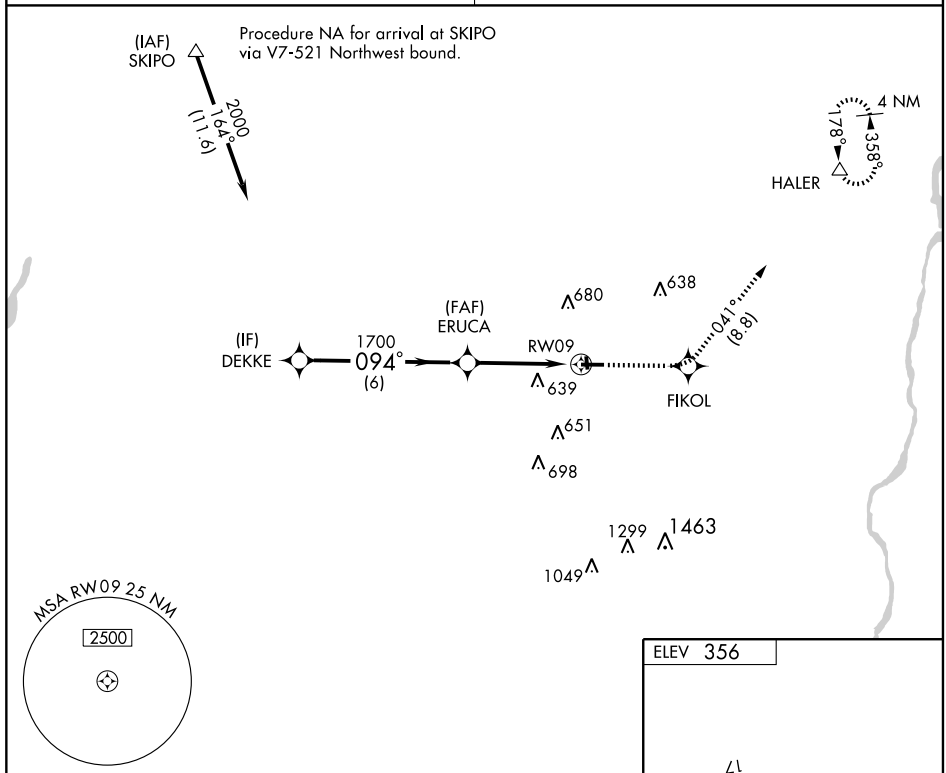
RNAV (GPS) RWY 9
HEADLAND MUNI (ØJ6)

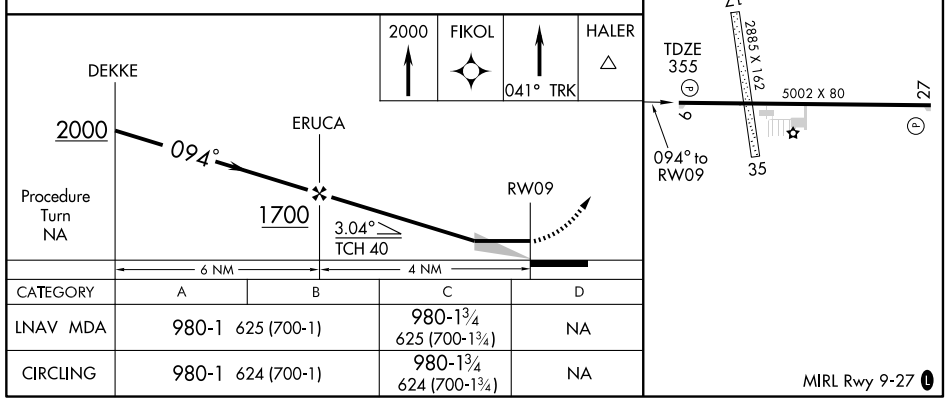
Use Dothan altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Procedure NA at night.

NA

MISSED APPROACH: Climb to 2000 direct FIKOL and via 041° track to HALER and hold.

CAIRNS APP CON ★	CTAF
125.4	122.9 (L)





CATEGORY	A	B	C	D
LNAV MDA	980-1 625 (700-1)		980-1¾ 625 (700-1¾)	NA
CIRCLING	980-1 624 (700-1)		980-1¾ 624 (700-1¾)	NA

MIRL Rwy 9-27 (L)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5002
274°	TDZE	355
	Apt Elev	356

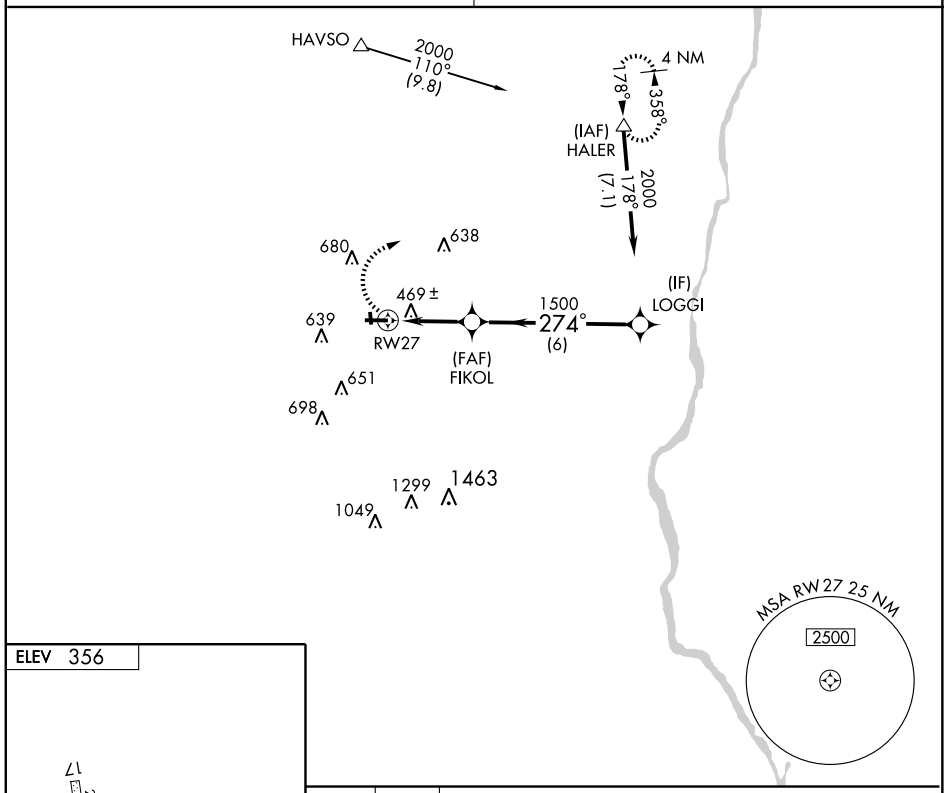
RNAV (GPS) RWY 27
HEADLAND MUNI (ØJ6)

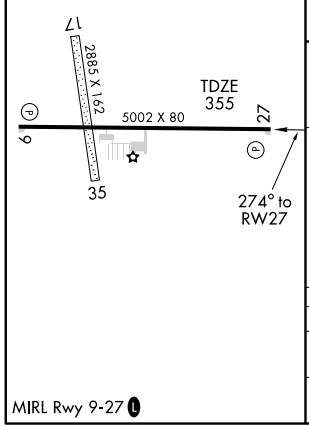
Use Dothan altimeter setting.
DME/DME RNP-0.3 NA.
Procedure NA at night.

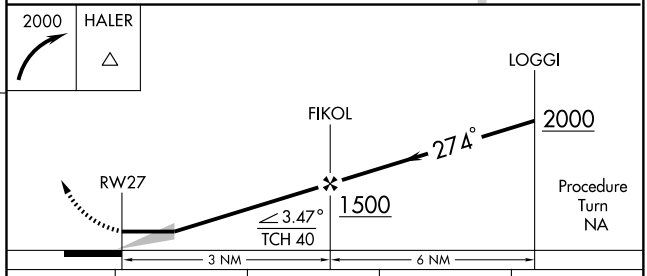
NA

MISSED APPROACH: Climbing right turn to 2000 direct HALER and hold.

CAIRNS APP CON★	CTAF
125.4	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	860-1 505 (600-1)		860-1½ 505 (600-1½)	NA
CIRCLING	860-1 504 (600-1)		860-1½ 504 (600-1½)	NA

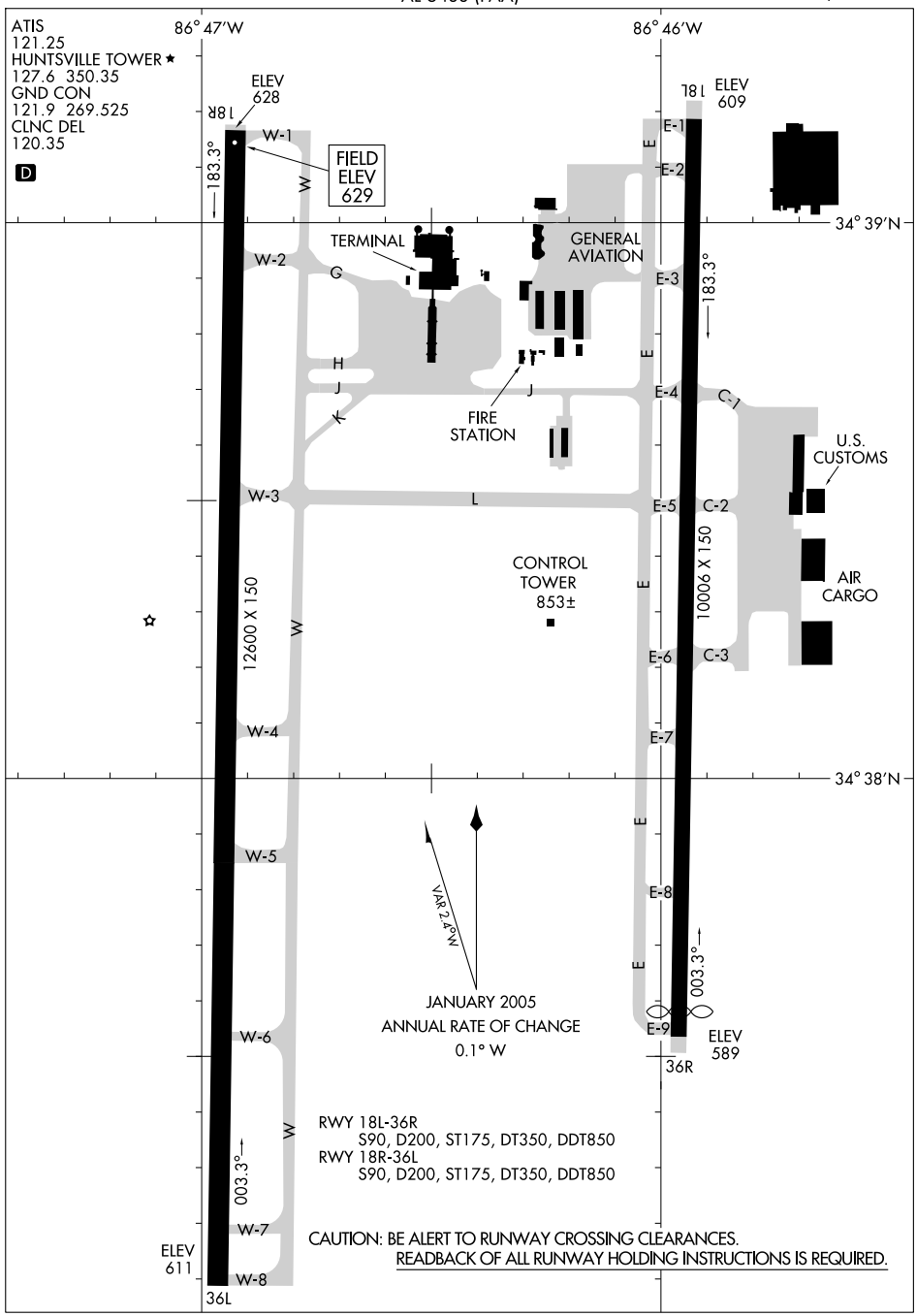
MIRL Rwy 9-27 L

SE-4, 03 JUN 2010 to 01 JUL 2010

09351

AIRPORT DIAGRAM

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)
HUNTSVILLE, ALABAMA
AL-5488 (FAA)



RWY 18L-36R
S90, D200, ST175, DT350, DDT850
RWY 18R-36L
S90, D200, ST175, DT350, DDT850

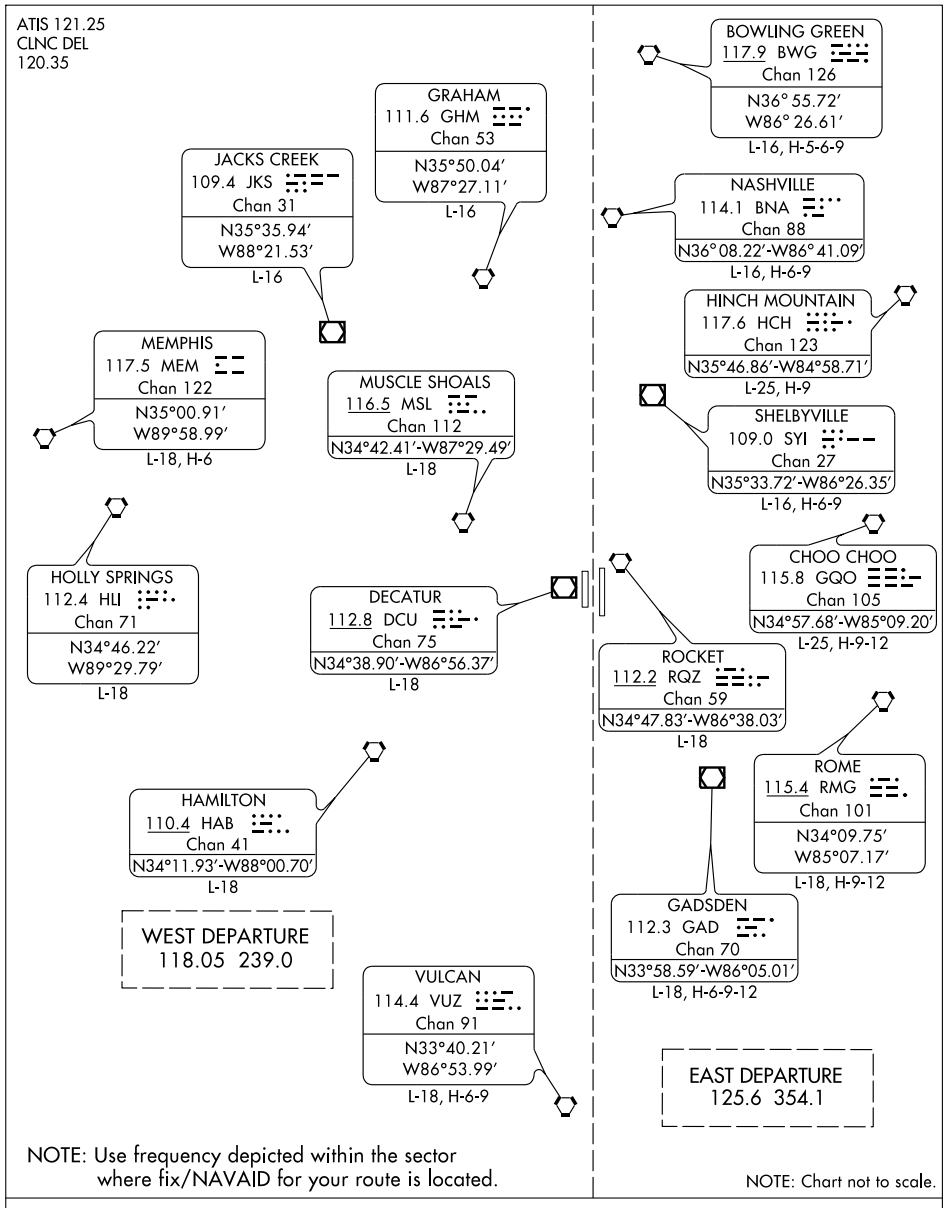
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-4, 03 JUN 2010 to 01 JUL 2010

SL-5488 (FAA)

HUNTSVILLE ONE DEPARTURE

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)
HUNTSVILLE, ALABAMA



NOTE: Use frequency depicted within the sector where fix/NAVAID for your route is located.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route. Maintain 5,000 feet or assigned lower altitude. Expect clearance to requested filed altitude/flight level ten minutes after departure.

LOC I-TVN	APP CRS		
111.9	182°	Rwy ldg	9800
		TDZE	609
		Apt Elev	629

ILS or LOC RWY 18L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

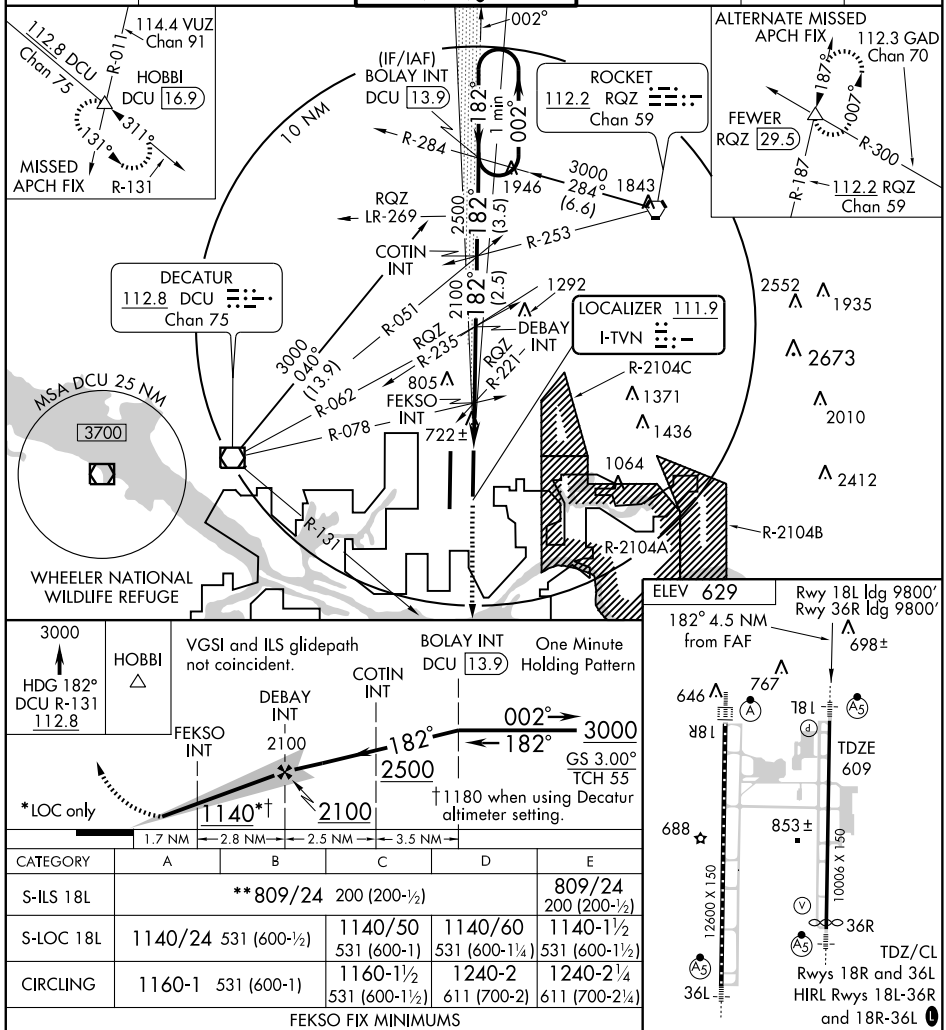
When local altimeter setting not received, use Decatur altimeter setting and increase DA 834 and all MDA 40 feet, increase FEKSO fix minimums S-LOC 18L Cat. C visibility to RVR 4000, and Cat. E visibility to RVR 5000. For inoperative MALSR increase S-ILS 18L Cat. E visibility to RVR 4000 and S-LOC 18L Cat. E visibility to 2; FEKSO fix minimums increase S-LOC 18L Cat. E visibility to RVR 6000. For inoperative MALSR when using Decatur altimeter setting, increase S-ILS 18L Cat. E visibility to RVR 4000, S-LOC 18L Cat. E visibility to 2; FEKSO fix minimums increase S-LOC 18L Cat. E visibility to 1½. Circling NA for Cat. E east of Rwy 18L-36R.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

T ASR

MALSR

MISSED APPROACH: Climb to 3000 via heading 182° and DCU VOR/DME R-131 to HOBBI Int/DCU 16.9 DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95



CATEGORY	A	B	C	D	E
S-ILS 18L	**809/24 200 (200-½)				809/24 200 (200-½)
S-LOC 18L	1140/24 531 (600-½)		1140/50 531 (600-1)	1140/60 531 (600-1¼)	1140-1½ 531 (600-1½)
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)
FEKSO FIX MINIMUMS					
S-LOC 18L	980/24 371 (400-½)			980/40 371 (400-¾)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-HSV	APP CRS	Rwy ldg	12600
109.3	182°	TDZE	629
		Apt Elev	629

ILS or LOC RWY 18R

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

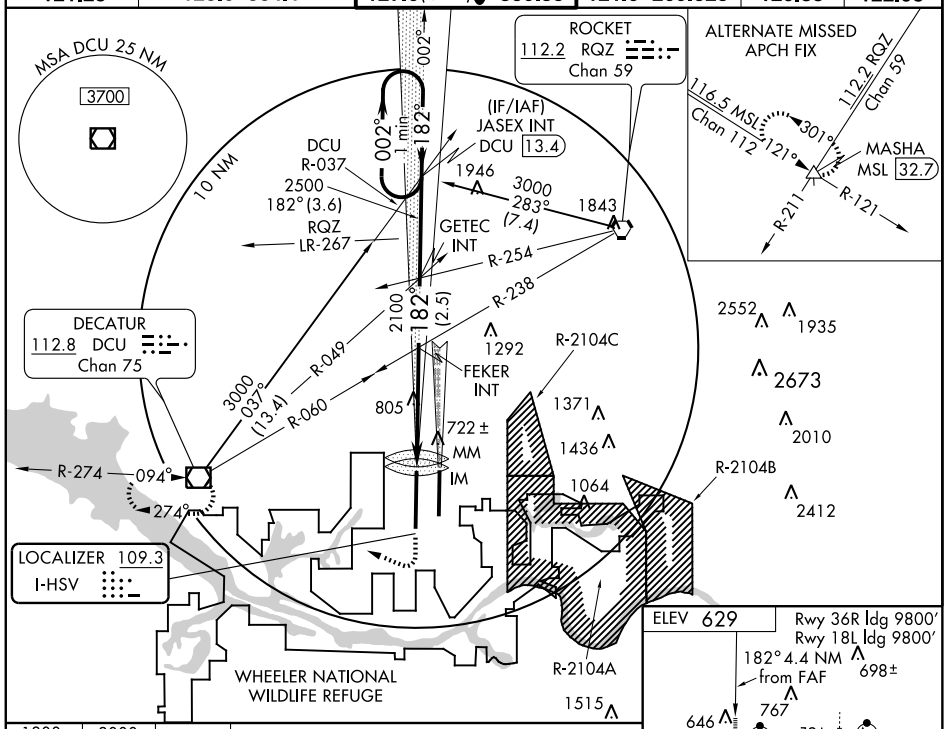
For inoperative ALSF-2, increase S-ILS 18R Cat. E visibility to RVR 4000 and S-LOC 18R Cat. E visibility to 1½ miles, when using Decatur altimeter setting increase S-ILS 18R Cat. E visibility to RVR 4000, and S-LOC 18R Cat. E visibility to 1¾. Circling NA for Cat. E east of Rwy 18L-36R. When local altimeter setting not received, use Decatur altimeter setting and increase S-ILS 18R DA to 854 and all MDA 40 feet, and increase S-LOC 18R Cat. E visibility to RVR 6000. Cat II and III minimums NA.

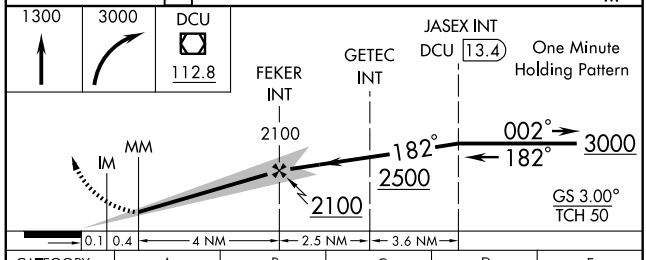
ASR

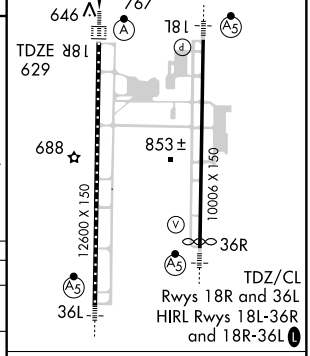
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
S-ILS 18R	829/18 200 (200-½)				829/24 200 (200-½)
S-LOC 18R	1060/24 431 (500-½)		1060/40 431 (500-¾)	1060/50 431 (500-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-ELL	APP CRS	Rwy Idg	12600
108.5	002°	TDZE	615
		Apt Elev	629

ILS or LOC RWY 36L

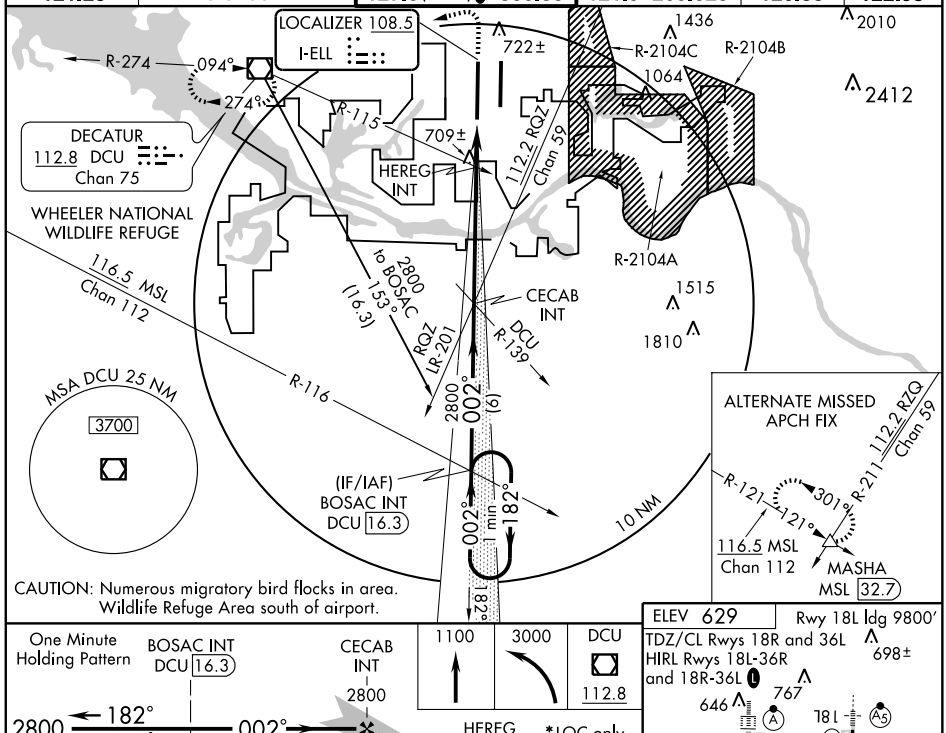
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

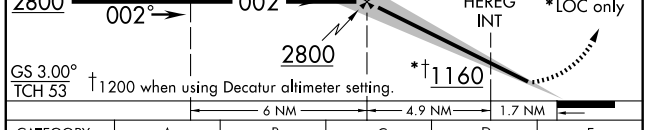
T A ASR For inoperative MALSR, increase S-ILS 36L Cat. E visibility to RVR 4000, S-LOC 36L Cat. E visibility to 2 miles. HEREG fix minimums S-LOC 36L increase Cat. E visibility to RVR 6000. When local altimeter setting not received, use Decatur altimeter setting and increase DA to 840 and all MDA 40 feet. For inoperative MALSR when using Decatur altimeter setting increase S-ILS 36L Cat. E visibility to RVR 4000, S-LOC 36L Cat. E visibility to 2 miles, HEREG fix minimums: S-LOC 36L increase Cat. E visibility to RVR 6000. Circling NA for Cat. E east of Rwy 18L-36R.

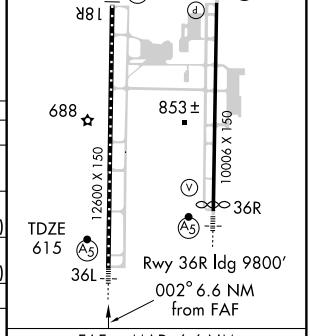
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct DCU VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
S-ILS 36L	815/18 200 (200-½)				815/24 200 (200-½)
S-LOC 36L	1160/24 545 (600-½)		1160/50 545 (600-1)	1160/60 545 (600-1¼)	1160-1½ 545 (600-1½)
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)
HEREG FIX MINIMUMS					
S-LOC 36L	960/24 345 (400-½)			960/40 345 (400-¾)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

HUNTSVILLE, ALABAMA AL-5488 (FAA)

LOC/DME I-JJC	APP CRS	Rwy Idg	9800
109.55	002°	TDZE	595
Chan 32(Y)		Apt Elev	629

ILS or LOC RWY 36R

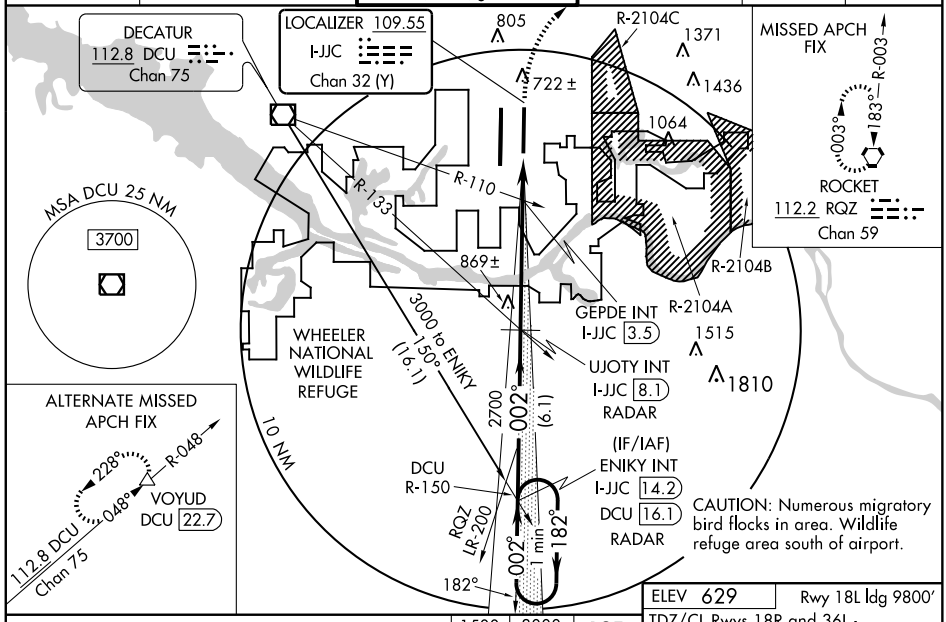
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

For inoperative MALSR, increase S-ILS 36R Cat. E visibility to RVR 4000, S-LOC 36R Cat. E visibility to 2 miles, and GEPDE fix minimums S-LOC 36R Cat. E visibility to RVR 6000. When local altimeter setting not received, use Decatur altimeter setting and increase S-ILS 36R DA to 821 feet and all MDAs 40 feet, and GEPDE fix minimums S-LOC 36R Cat. C and E visibility ¼ mile. For inoperative MALSR, when using Decatur altimeter setting, increase S-ILS 36R Cat. E visibility to RVR 4000, S-LOC 36R Cat. E visibility to 2 miles, and GEPDE fix minimums S-LOC 36R Cat. E visibility to 1½ miles. VDP NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R.

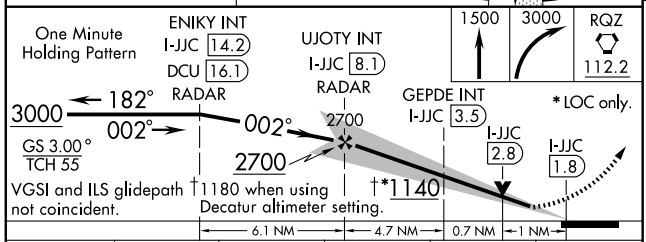
MALSR

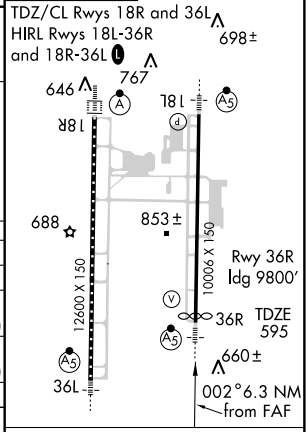
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct RQZ VORTAC and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95



SE-4. 03 JUN 2010 to 01 JUL 2010





CATEGORY	A	B	C	D	E
S-ILS 36R	796/24 201 (200-½)				
S-LOC 36R	1140/24 545 (600-½)		1140/50 545 (600-1)	1140/60 545 (600-1¼)	1140-1½ 545 (600-1½)
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)
GEPDE FIX MINIMUMS					
S-LOC 36R	980/24 385 (400-½)			980/40 385 (400-¾)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

HUNTSVILLE, ALABAMA AL-5488 (FAA)

LOC I-HSV	APP CRS	Rwy ldg	12600
109.3	182°	TDZE	629
		Apt Elev	629

ILS RWY 18R (CAT II)

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

ASR

Cat II minimums NA when Control Tower closed.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95

MSA DCU 25 NM
3700

10 NM

ROCKET
112.2 RQZ
Chan 59

ALTERNATE MISSED APCH FIX
112.2 RQZ Chan 59
116.5 MSL Chan 112
301°
121°
MASHA
MSL 32.7
R-211
R-121

002°
1 min
182°
(IF/IAF)
JASEX INT
DCU 13.4
DCU R-037
2500
182° (3.6)
RQZ LR-267
1946
3000
283° (7.4)
1843
GETEC INT
R-254
R-238
182°
(2.5)
2100
R-049
R-060
1292
FEKER INT
805
722±
MM
IM
R-2104C
R-2104B
R-2104A
2552
1935
2673
2010
2412
1371
1436
1064
1515

DECATUR
112.8 DCU
Chan 75
3000
037°
(13.4)
R-274
094°
274°

LOCALIZER 109.3
I-HSV

WHEELER NATIONAL WILDLIFE REFUGE

ELEV 629
Rwy 18L ldg 9800′
Rwy 36R ldg 9800′
698±
646
767
TDZE 629
18R
18L
688
853±
12600 X 150
10006 X 150
36R
36L

TDZ/CL Rwys 18R and 36L
HIRL Rwys 18L-36R and 18R-36L L

1300 | 3000 | DCU 112.8

JASEX INT
DCU 13.4
One Minute Holding Pattern

FEKER INT
GETEC INT

DH
RA 105
629 MSL
IM
MM
2100
182°
2500
002°
182°
3000
2100

GS 3.00°
TCH 50

1079′	729′	2021′	4 NM	2.5 NM	3.6 NM

CATEGORY	A	B	C	D
S-ILS 18R	RA 105/12 100 DA 729			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4. 03 JUN 2010 to 01 JUL 2010

HUNTSVILLE, ALABAMA AL-5488 (FAA)

LOC I-HSV	APP CRS	Rwy ldg	12600
109.3	182°	TDZE	629
		Apt Elev	629

ILS RWY 18R (CAT III)

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

ASR

Cat III minimums NA when Control Tower closed.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95

MSA DCU 25 NM 3700

10 NM

ROCKET 112.2 RQZ Chan 59

ALTERNATE MISSED APCH FIX

112.2 RQZ Chan 59

116.5 MSL Chan 112

301° 121°

MASHA MSL 32.7

R-211 R-121

002° 1 min 182°

(IF/IAF) JASEX INT DCU 13.4

DCU R-037 2500 182°(3.6)

1946 3000 283° (7.4) 1843

RQZ LR-267

GETEC INT

R-254 R-238

2100 182° (2.5)

DECATUR 112.8 DCU Chan 75

3000 037° (13.4)

R-049 R-060

1292 R-2104C

FEKER INT

805 722± MM IM

1371 1436 1064

R-2104B

2552 1935 2673 2010 2412

R-274 094° 274°

LOCALIZER 109.3 I-HSV

WHEELER NATIONAL WILDLIFE REFUGE

R-2104A 1515

ELEV 629

Rwy 18L ldg 9800′

Rwy 36R ldg 9800′

698±

646 767 698 688 853±

TDZE 18R 629

18L 36R

12600 X 150

10006 X 150

36L

TDZ/CL Rwys 18R and 36L

HIRL Rwys 18L-36R and 18R-36L L

1300 3000 DCU 112.8

JASEX INT DCU 13.4

One Minute Holding Pattern

GETEC INT

FEKER INT

MM 829

IM 729

2100

629 MSL

182° 2500

002° 182° 3000

GS 3.00° TCH 50

1079′ 859′ 1891′ 4 NM 2.5 NM 3.6 NM

CATEGORY	A	B	C	D
S-ILS 18R		CAT IIIa	RVR 07	
S-ILS 18R		CAT IIIb	RVR 06	
S-ILS 18R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-4. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 72906	182°	Rwy Idg	9800
W18A		TDZE	609
		Apt Elev	629

RNAV (GPS) RWY 18L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

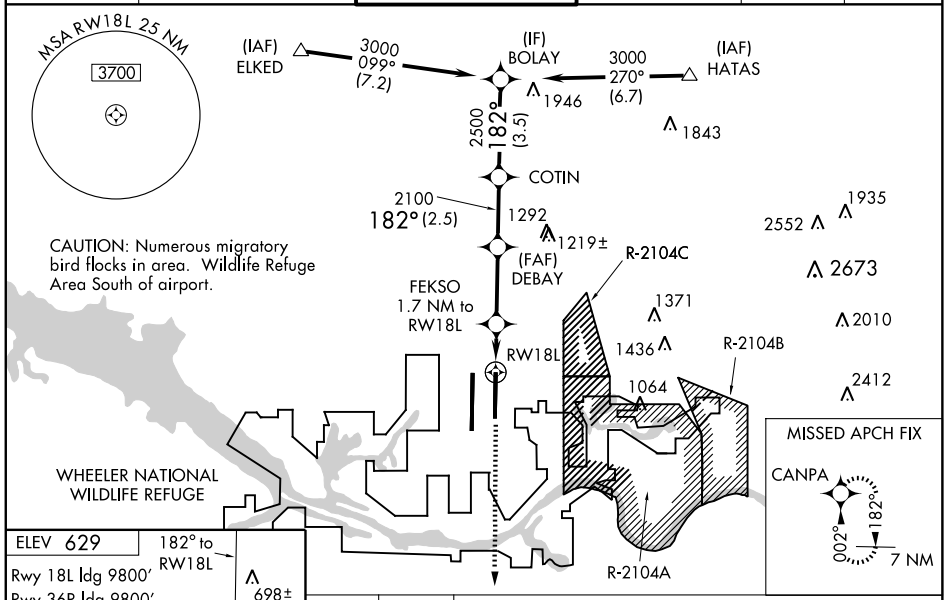
T A ASR

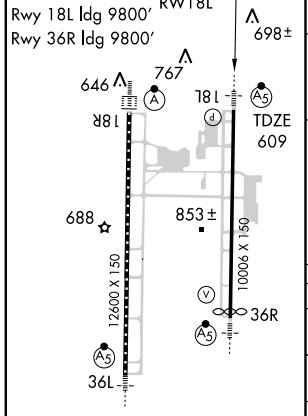
For inoperative MALSR, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to 1½ and LNAV Cat. E visibility to 1½ . Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 834, LNAV/VNAV DA to 1042 and all MDAs 40 feet. VDP NA when using Decatur altimeter setting. For inoperative MALSR when using Decatur altimeter setting, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to 1½ and LNAV Cat. E visibility to 1¾ .

MALSR

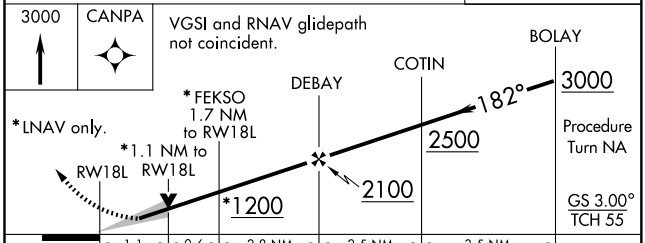
MISSED APPROACH: Climb to 3000 direct CANPA and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95





TDZ/CL Rwys 18R and 36L
HIRL Rwys 18L-36R and 18R-36L L



CATEGORY	A	B	C	D	E
LPV DA	809/24 200 (200-½)				
LNAV/ VNAV DA	1017/50 408 (400-1)				
LNAV MDA	1040/24 431 (500-½)		1040/40 431 (500-¾)	1040/50 431 (500-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 58206 W18B	APP CRS 182°	Rwy Idg 12600 TDZE 629 Apt Elev 629

RNAV (GPS) RWY 18R

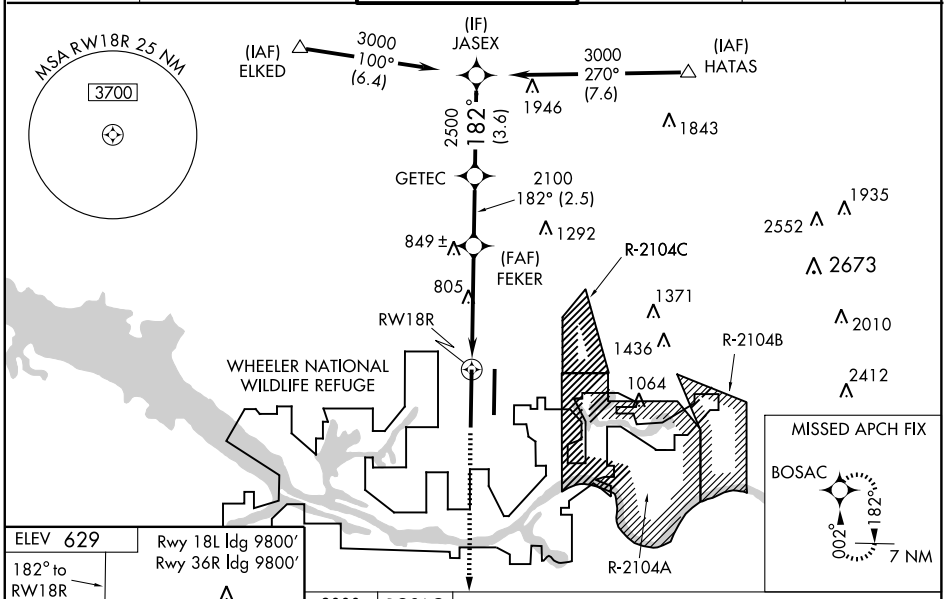
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

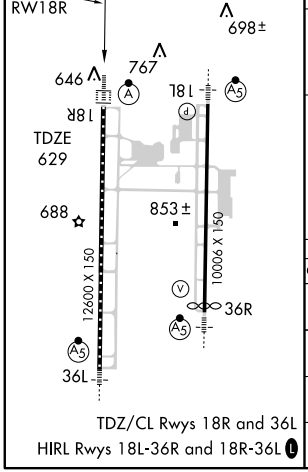
T A ASR — For inoperative ALSF-2, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. E visibility to 1½ , when using Decatur altimeter setting, increase LNAV/VNAV Cat. E visibility to 1½ and LNAV Cat. E visibility to 1¾ . Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Decatur altimeter setting and increase visibility to RVR 5000 and LNAV Cat. E visibility to RVR 6000. VDP NA when using Decatur altimeter setting.

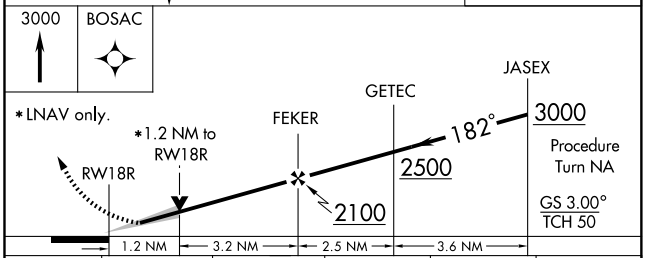
ALSF-2 (A)

MISSED APPROACH: Climb to 3000 direct BOSAC WP and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) (L) 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
LPV DA	829/24 200 (200-½)				
LNAV/VNAV DA	1017/40 388 (400-¾)				
LNAV MDA	1060/24 431 (500-½)		1060/40 431 (500-¾)	1060/50 431 (500-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	12600
CH 82606	002°	TDZE	615
W36A		Apt Elev	629

RNAV (GPS) RWY 36L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

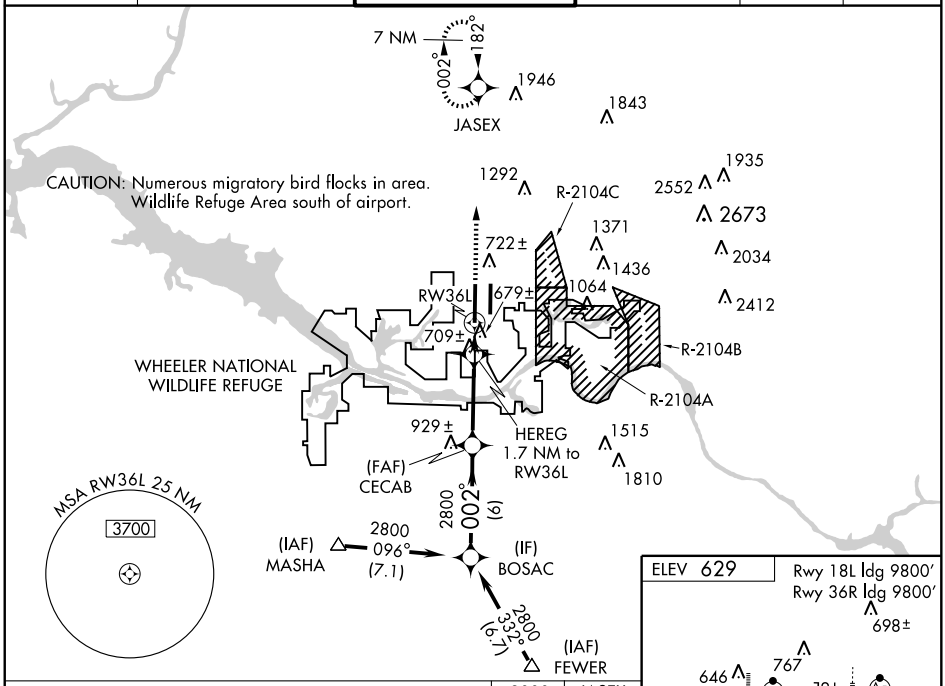
For inoperative MALSR, increase LNAV Cat. D and E visibility to RVR 6000, LPV Cat. E visibility to RVR 4000, and LNAV/VNAV Cat. E visibility to RVR 6000. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R.

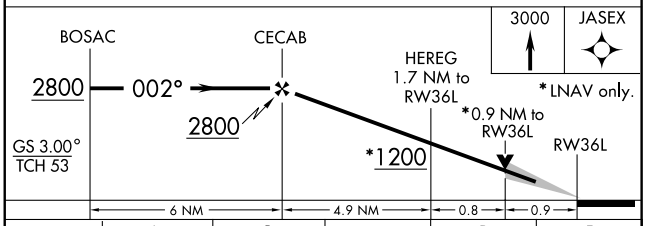
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 840, LNAV/VNAV DA to 994 and all MDA 40 feet. VDP NA when using Decatur altimeter setting.

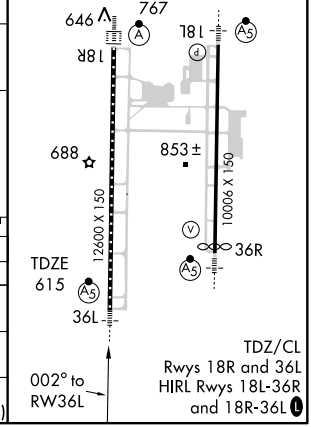
MALSR

MISSED APPROACH: Climb to 3000 direct JASEX and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
LPV DA	815/24 200 (200-½)				
LNAV/VNAV DA	969/40 354 (400-¾)				
LNAV MDA	960/24 345 (400-½)			960/50 345 (400-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 86606 W36B	APP CRS 002°	Rwy Idg 9800 TDZE 595 Apt Elev 629

RNAV (GPS) RWY 36R

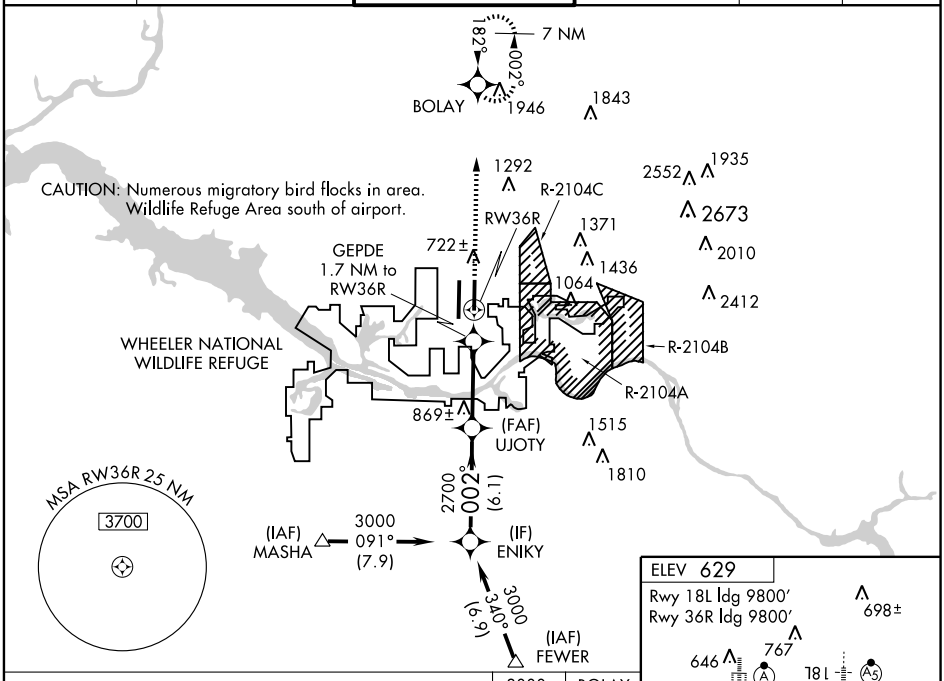
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

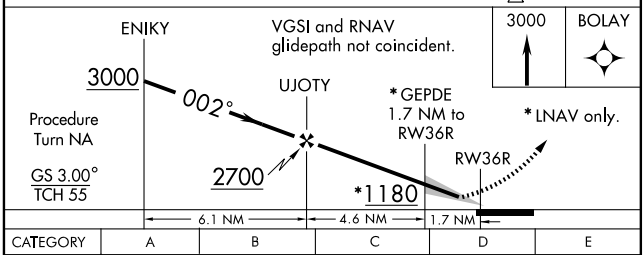
T A ASR — For inoperative MALSR when using Decatur altimeter setting, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000, and LNAV Cat. E visibility to 1¾ mile. For inoperative MALSR, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. E visibility to 1½ mile. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 821, LNAV/VNAV DA to 958 and MDA 40 feet, and LNAV Cat. E visibility to RVR 6000.

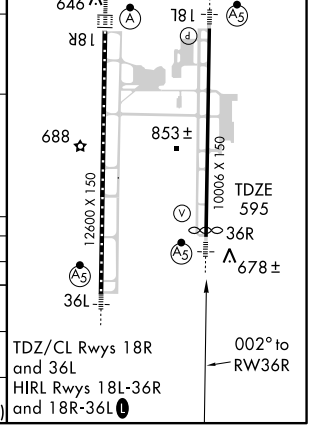
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct BOLAY and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) (L) 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D	E
LPV DA	796/24 201 (200-½)				
LNAV/VNAV DA	933/40 338 (400-¾)				
LNAV MDA	1040/24 445 (500-½)		1040/40 445 (500-¾)	1040/50 445 (500-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)

SE-4, 03 JUN 2010 to 01 JUL 2010

HUNTSVILLE, ALABAMA

AL-5488 (FAA)

VOR/DME DCU	APP CRS	Rwy Idg	N/A
112.8	094°	TDZE	N/A
Chan 75		Apt Elev	629

VOR-A

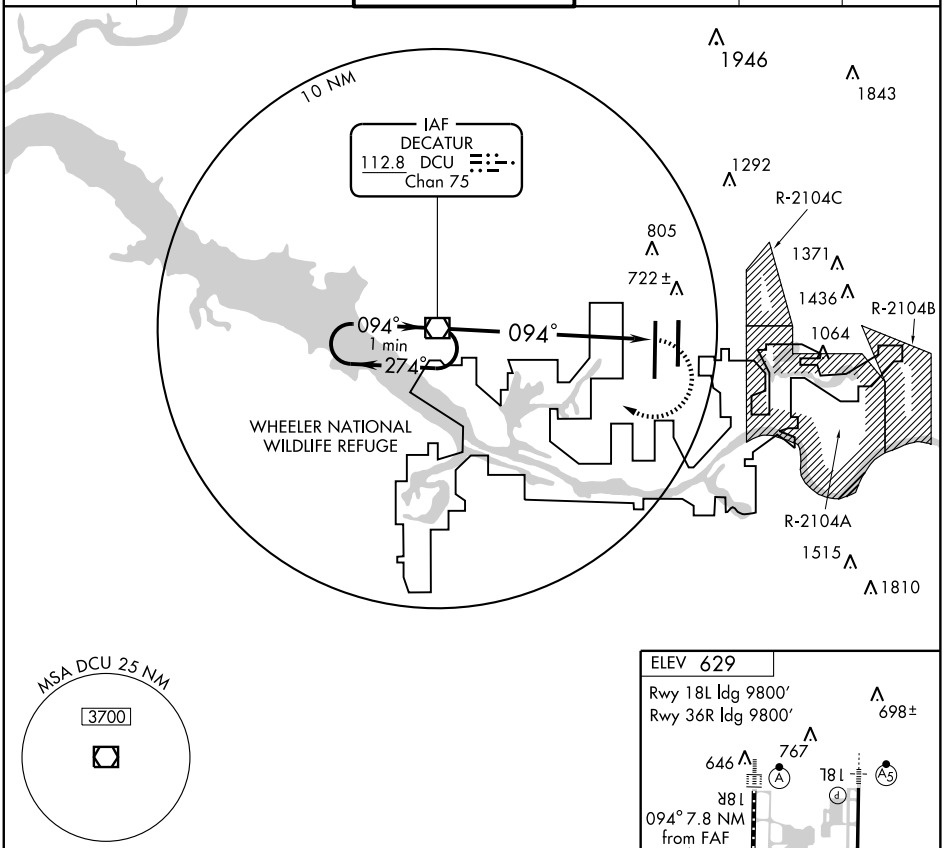
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

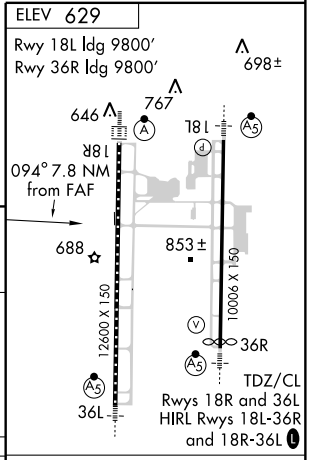
ASR

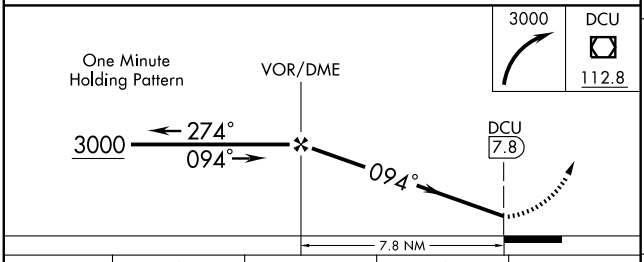
CAUTION: Numerous migratory bird flocks in area. Wildlife Refuge Area south of airport.

MISSED APPROACH: Climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS	HUNTSVILLE APP CON ★	HUNTSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
121.25	125.6 354.1	127.6 (CTAF) L 350.35	121.9 269.525	120.35	122.95







CATEGORY	A	B	C	D
CIRCLING	1180-1 551 (600-1)		1180-1½ 551 (600-1½)	1240-2 611 (700-2)

FAF to MAP 7.8 NM

Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

SE-4, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-MDQ	APP CRS	Rwy Idg	5008
109.75	183°	TDZE	740
Chan 34 (Y)		Apt Elev	756

ILS or LOC/DME RWY 18

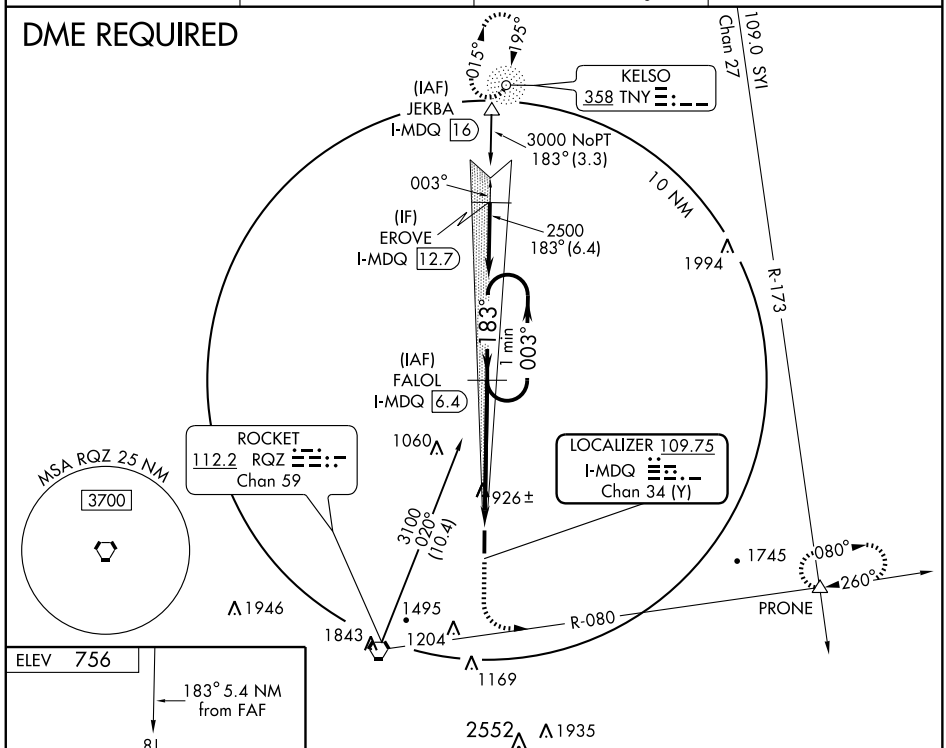
HUNTSVILLE/ MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

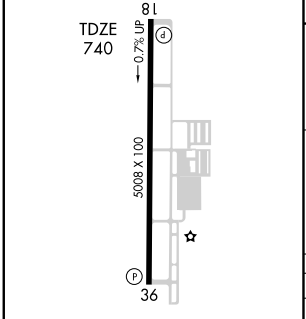
If local altimeter setting not received, use Huntsville Intl altimeter setting and increase DA to 998 feet; increase all MDAs 60 feet. VDP NA when using Huntsville Intl altimeter setting.

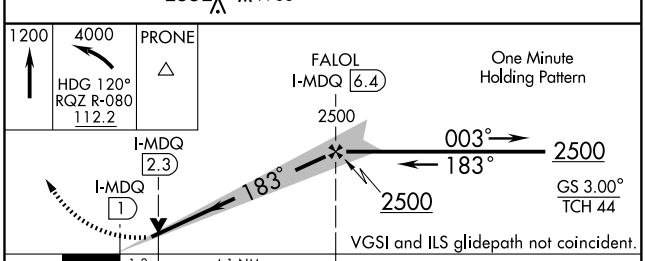
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 120° and RQZ VORTAC R-080 to PRONE Int and hold, continue climb-in-hold to 4000.

AWOS-3	HUNTSVILLE APP CON ★	UNICOM	GCO
120.0	125.6 354.1	123.0 (CTAF) L	121.725

DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 18	940-¾ 200 (200-¾)			
S-LOC 18	1180-1 440 (500-1)		1180-1¼ 440 (500-1¼)	1180-1½ 440 (500-1½)
CIRCLING	1260-1 504 (600-1)		1260-1½ 504 (600-1½)	1320-2 564 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5008
CH 86501	183°	TDZE	740
W18A		Apt Elev	756

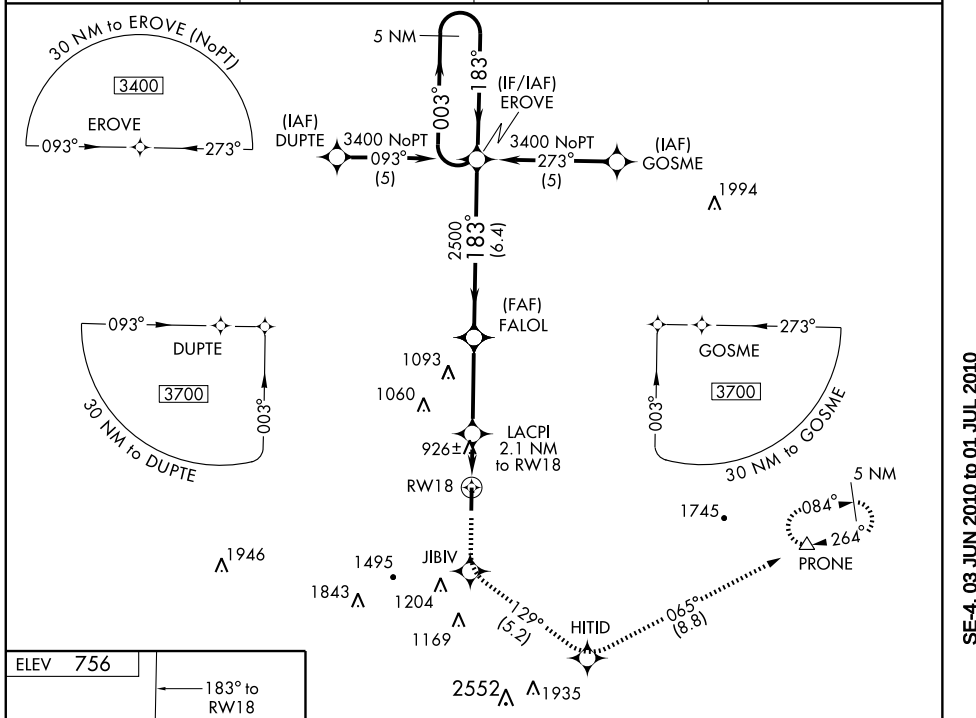
HUNTSVILLE/
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

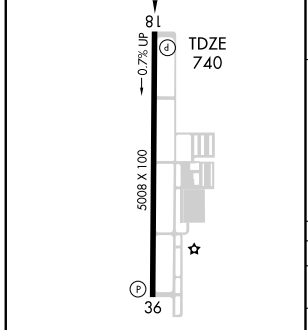
RNAV (GPS) RWY 18

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Huntsville Intl altimeter setting.

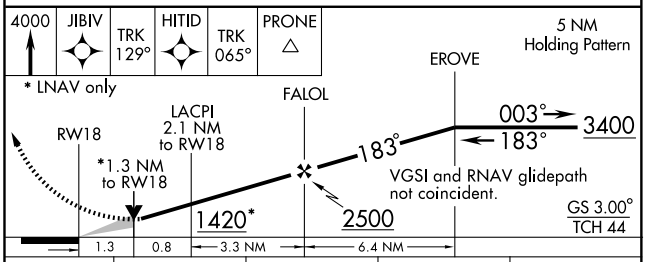
MISSED APPROACH: Climb to 4000 direct JIBIV and via 129° track to HITID and via 065° track to PRONE and hold.

AWOS-3	HUNTSVILLE APP CON ★	UNICOM	GCO
120.0	125.6 354.1	123.0 (CTAF) L	121.725





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1212-1¾ 472 (500-1¾)			
LNAV/VNAV DA	1236-1¾ 496 (500-1¾)			
LNAV MDA	1180-1 440 (500-1)		1180-1¼ 440 (500-1¼)	1180-1½ 440 (500-1½)
CIRCLING	1260-1¾ 504 (600-1¾)			1320-2 564 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5008
CH 53702	003°	TDZE	756
W36A		Apt Elev	756

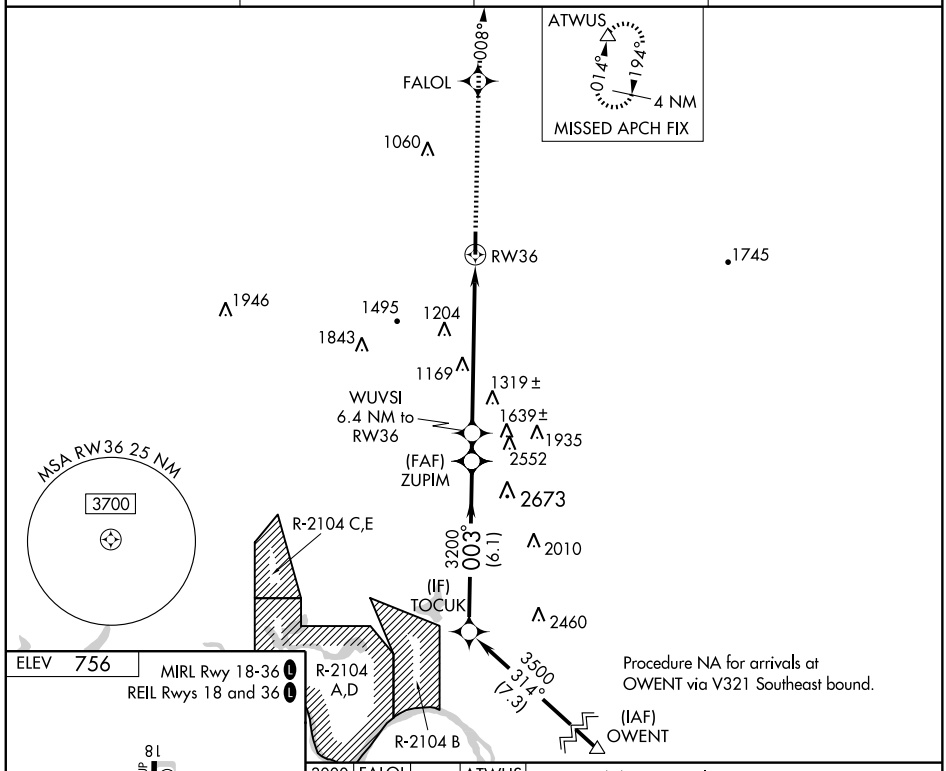
RNAV (GPS) RWY 36

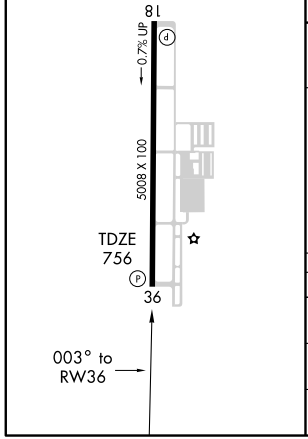
HUNTSVILLE/
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

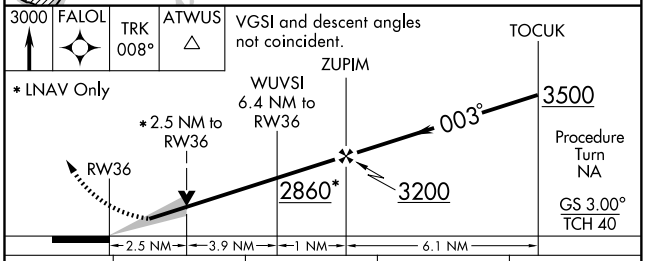
If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DA/MDAs 60 feet. VDP NA when using Huntsville Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FALOL and via 008° track to ATWUS and hold.

AWOS-3	HUNTSVILLE APP CON★	UNICOM	GCO
120.0	125.6 354.1	123.0 (CTAF) L	121.725







CATEGORY	A	B	C	D
LPV DA	1006-1 250 (300-1)			
LNAV MDA	1600-1 844 (900-1)	1600-1¼ 844 (900-1¼)	1600-2½ 844 (900-2½)	1600-2¾ 844 (900-2¾)
CIRCLING	1600-1 844 (900-1)	1600-1¼ 844 (900-1¼)	1600-2½ 844 (900-2½)	1600-2¾ 844 (900-2¾)

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC RQZ 112.2 Chan 59	APP CRS 042°	Rwy Idg N/A TDZE N/A Apt Elev 755

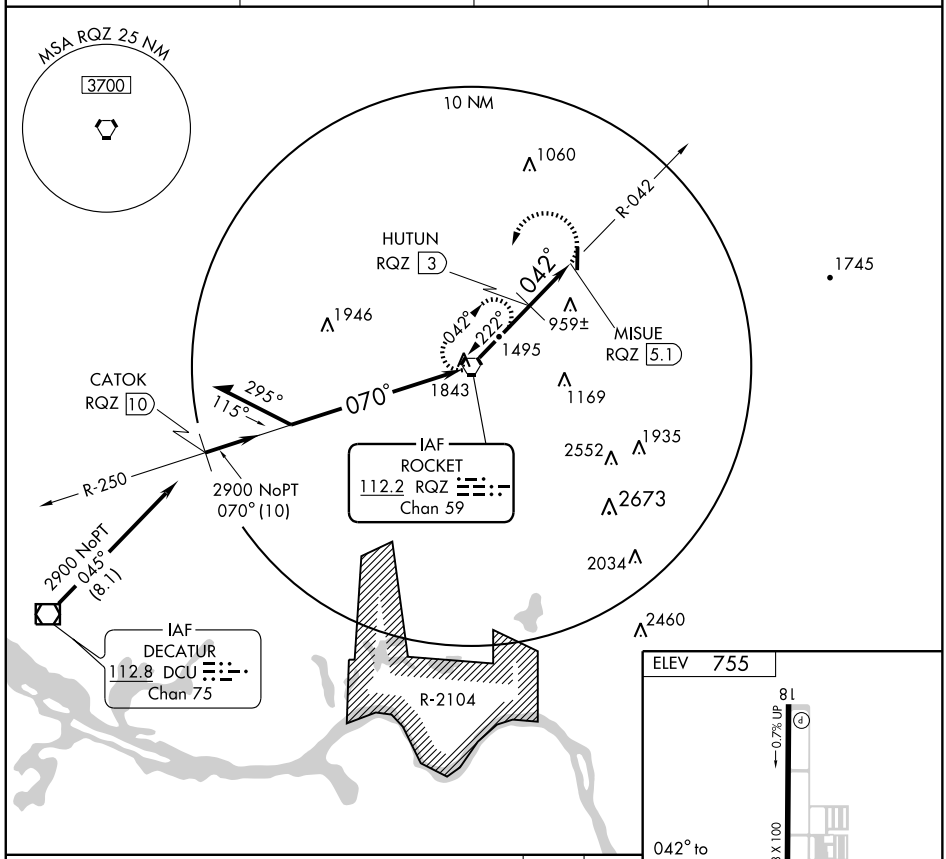
VOR/DME-B

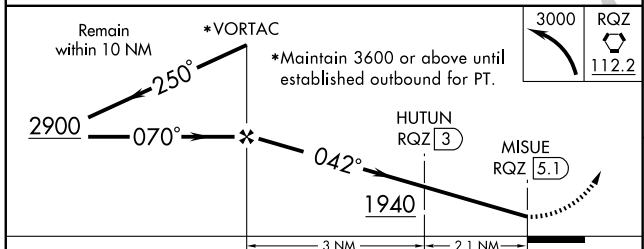
HUNTSVILLE/
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

T
ANA

MISSED APPROACH: Climbing left turn to 3000 direct RQZ VORTAC and hold.

AWOS-3	HUNTSVILLE APP CON★	UNICOM	GCO
120.0	125.6 354.1	123.0 (CTAF) L	121.725





CATEGORY	A	B	C	D
CIRCLING	1320-1	565 (600-1)	1320-1½ 565 (600-1½)	1340-2 585 (600-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SE-4, 03 JUN 2010 to 01 JUL 2010

JASPER, ALABAMA AL-6803 (FAA)

LOC/DME I-JFX	APP CRS	Rwy Idg	4800
108.9	273°	TDZE	479
Chan 26		Apt Elev	482

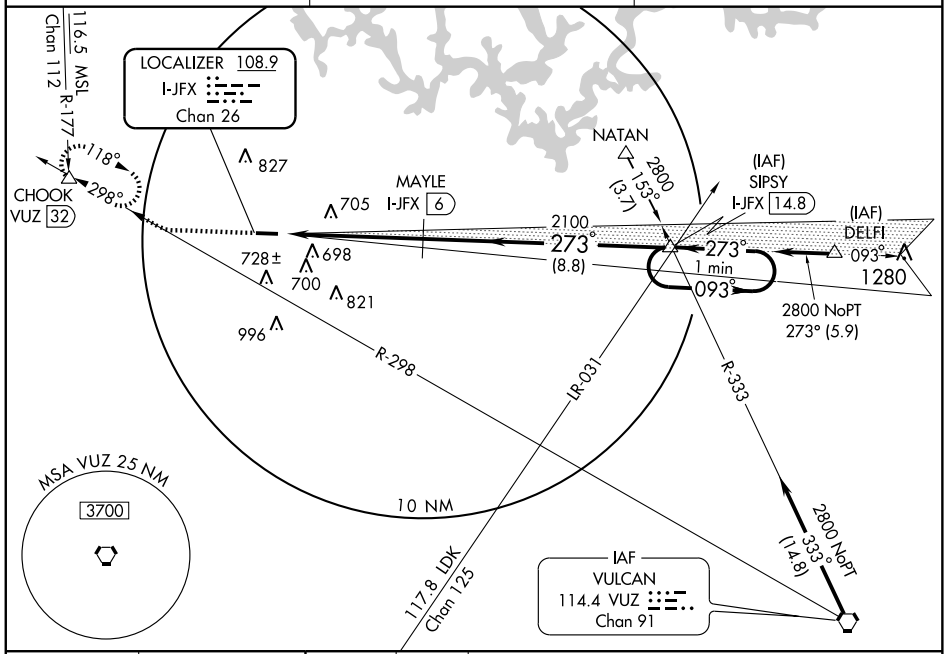
ILS/DME RWY 27

JASPER/ WALKER COUNTY-BEVILL FIELD (JFX)

When local altimeter setting not received, use Birmingham altimeter setting.

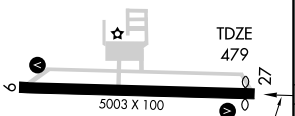
MISSED APPROACH: Climb to 3000 via heading 273° and VUZ R-298 to CHOOK Int and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.225	127.675 338.2	122.7 (CTAF) L



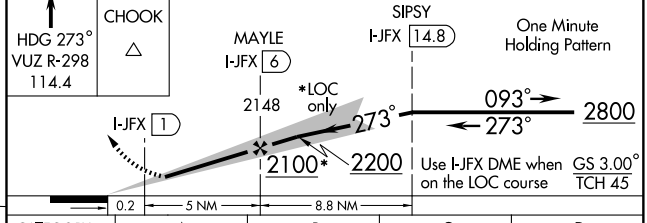
ELEV 482

Rwy 9 ldg 4800′
Rwy 27 ldg 4800′



273° 5.2 NM from FAF

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
S-ILS 27	679-¾ 200 (200-¾)			NA
S-LOC 27	940-1 461 (500-1)		940-1¼ 461 (500-1¼)	NA
CIRCLING	1000-1 518 (600-1)		1000-1½ 518 (600-1½)	NA
BIRMINGHAM ALTIMETER SETTING				
S-ILS 27	902-1½ 423 (500-1½)			NA
S-LOC 27	1160-1 681 (700-1)		1160-2 681 (700-2)	NA
CIRCLING	1240-1½ 758 (800-1½)		1240-2¼ 758 (800-2¼)	NA

SE-4. 03 JUN 2010 to 01 JUL 2010

VORTAC VUZ 114.4 Chan 91	APP CRS 302°	Rwy Idg N/A TDZE N/A Apt Elev 482

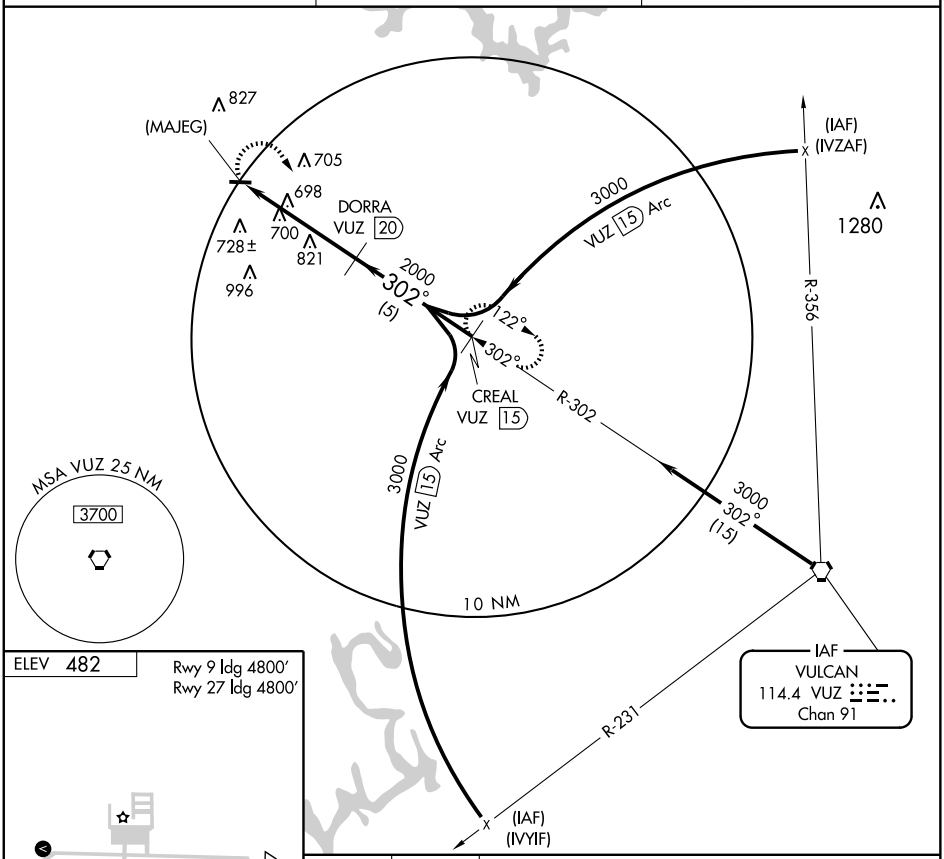
VOR/DME or GPS-A

JASPER/ WALKER COUNTY-BEVILL FIELD (JFX)

When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 160 feet. ACTIVATE MIRL Rwy 9-27 and VASI Rwys 9 and 27-CTAF.

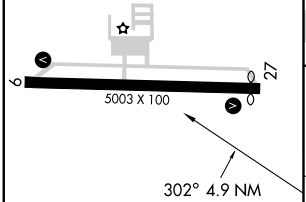
MISSED APPROACH: Climbing right turn to 3000 via VUZ R-302 to CREAL 15 DME and hold.

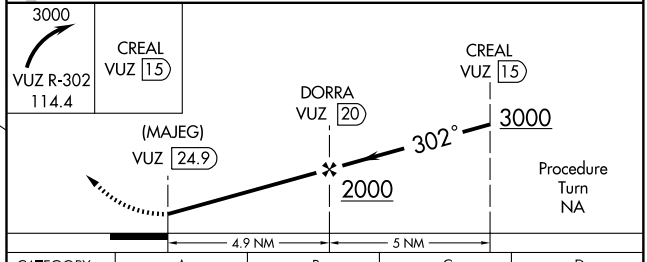
AWOS-3	BIRMINGHAM APP CON	UNICOM
119.225	127.675 338.2	122.7 (CTAF) L



ELEV 482

Rwy 9 ldg 4800′
Rwy 27 ldg 4800′





CATEGORY	A	B	C	D
CIRCLING	1160-1 680 (700-1)	1160-1¼ 680 (700-1¼)	1160-2 680 (700-2)	1160-2¼ 680 (700-2¼)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC CSG 117.1 Chan 118	APP CRS 317°	Rwy Idg N/A TDZE N/A Apt Elev 624

VOR/DME or GPS-A

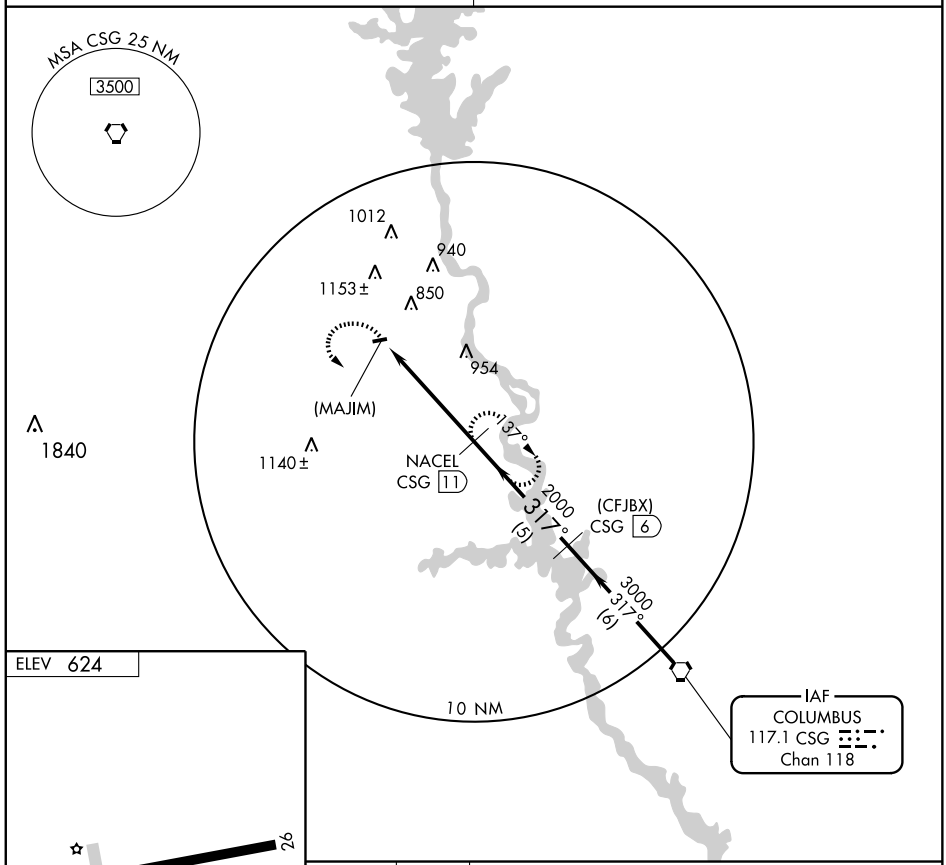
LANETT MUNI (7A3)

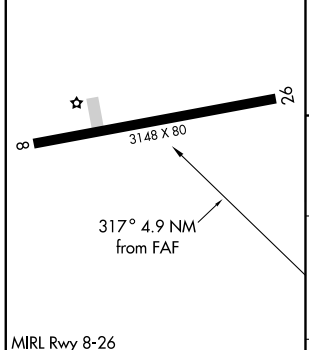
T
A NA

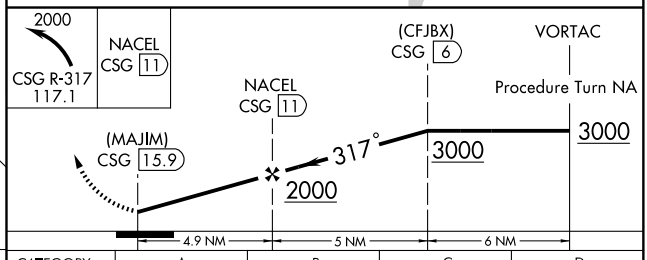
Use Columbus altimeter setting.
ACTIVATE MIRL Rwy 8-26-CTAF.

MISSED APPROACH: Climbing left turn to 2000 via CSG R-317 to NACEL 11 DME and hold.

ATLANTA APP CON ★	UNICOM
125.5 323.1	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1240-1 617 (700-1)		1240-1¾ 617 (700-1¾)	NA

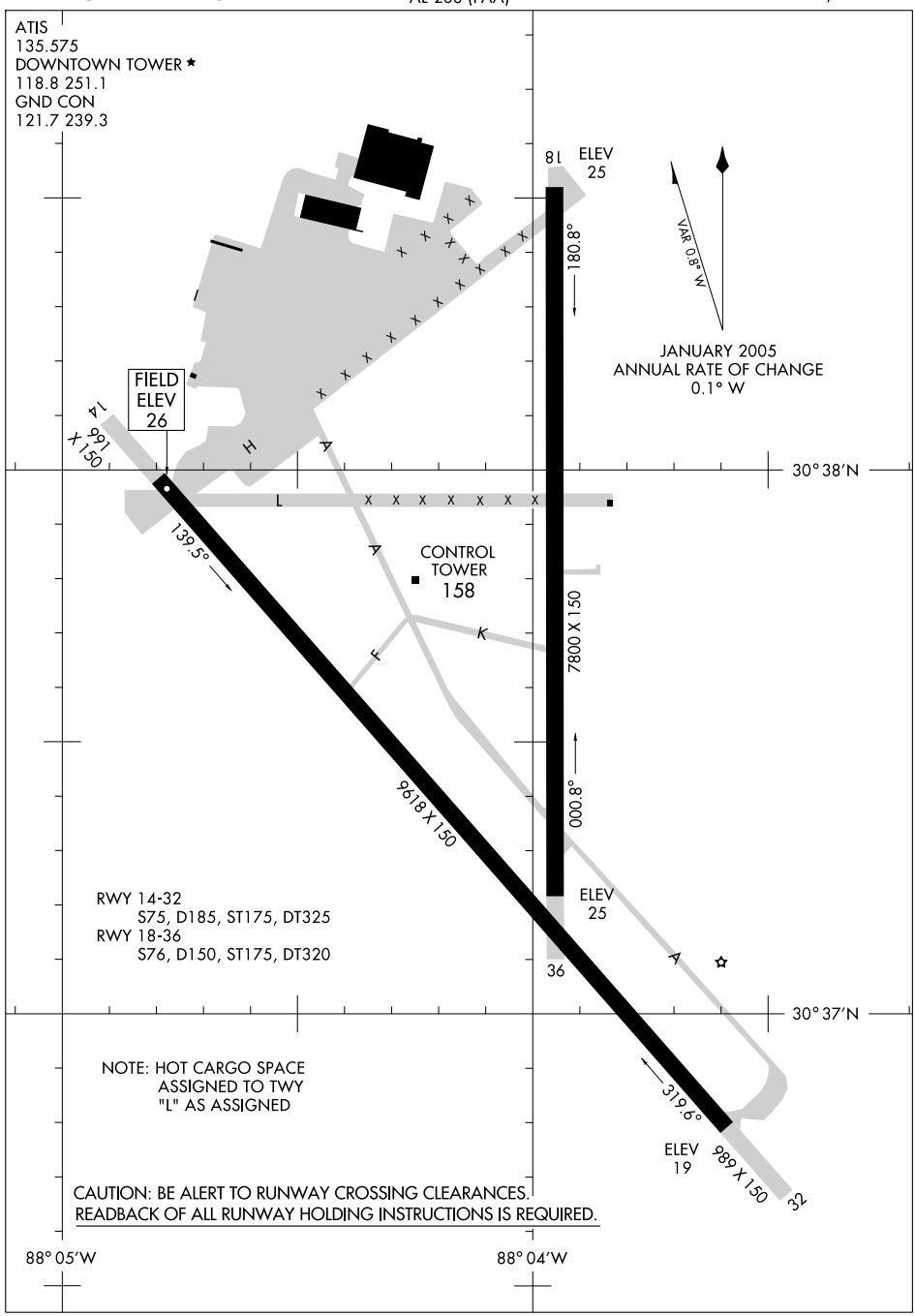
SE-4, 03 JUN 2010 to 01 JUL 2010

07298

AIRPORT DIAGRAM

AL-268 (FAA)

MOBILE DOWNTOWN (BFM)
MOBILE, ALABAMA



SE-4, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-RUJ	APP CRS	Rwy Idg	9618
108.5	320°	TDZE	25
Chan 22		Apt Elev	26

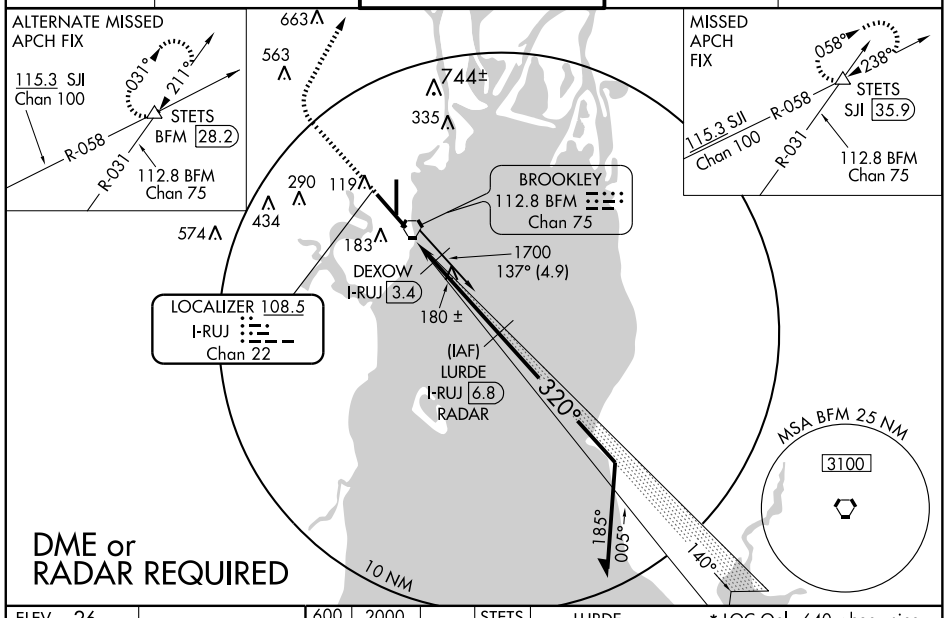
ILS or LOC RWY 32
MOBILE DOWNTOWN (BFM)

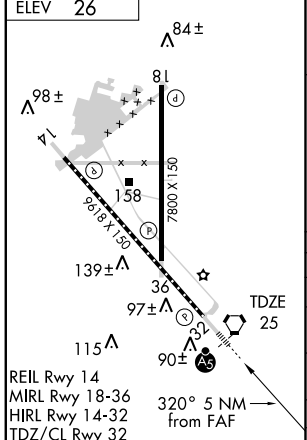
DME or Radar Required. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet. For inoperative MALSR, increase ILS all Cats visibility to RVR 4000, DEXOW fix minimums LOC Cat D to RVR 5000. For inoperative MALSR when using Mobile Rgnl altimeter setting increase ILS all Cats visibility to RVR 4000.

MALSR

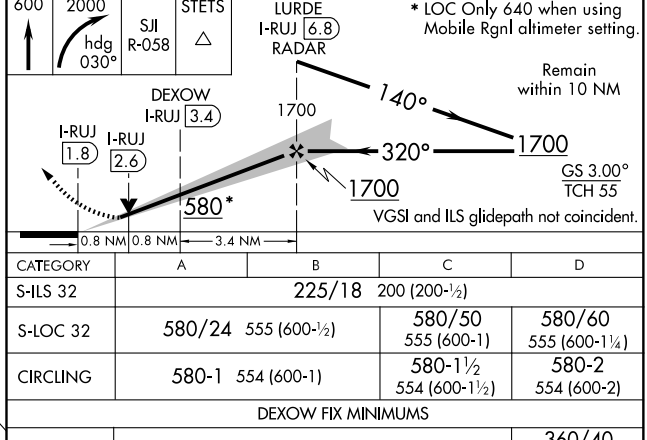
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 via heading 030° and SJI R-058 to STETS INT/SJI 35.9 DME and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 32	225/18 200 (200-½)			
S-LOC 32	580/24 555 (600-½)		580/50 555 (600-1)	580/60 555 (600-1¼)
CIRCLING	580-1 554 (600-1)		580-1½ 554 (600-1½)	580-2 554 (600-2)
DEXOW FIX MINIMUMS				
S-LOC 32	360/24 335 (400-½)			360/40 335 (400-¾)
CIRCLING	520-1 494 (500-1)		520-1½ 494 (500-1½)	580-2 554 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

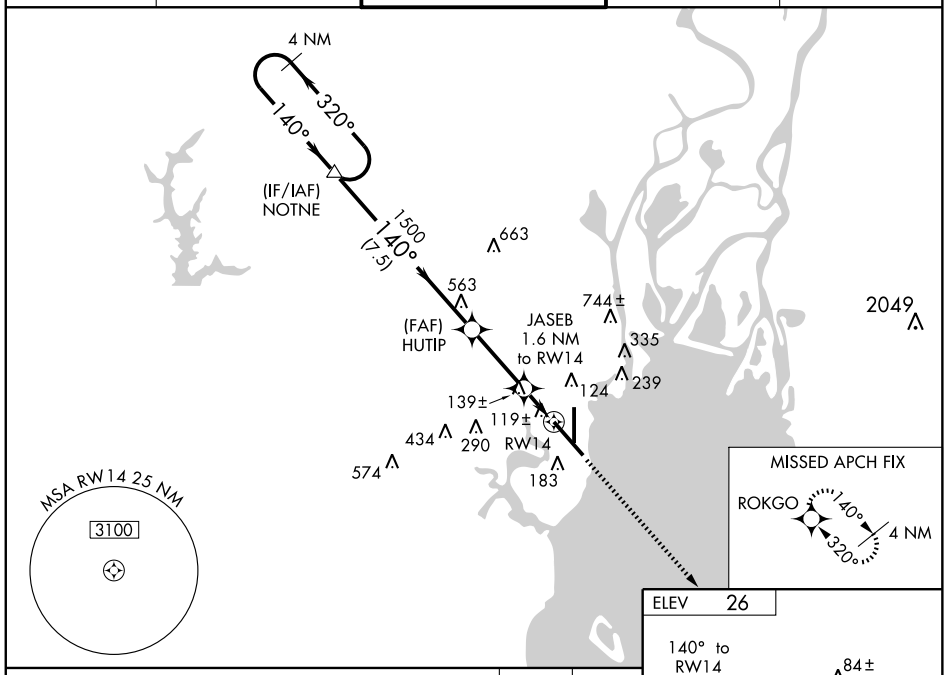
WAAS	APP CRS	Rwy Idg	9618
CH 50411	140°	TDZE	26
W14A		Apt Elev	26

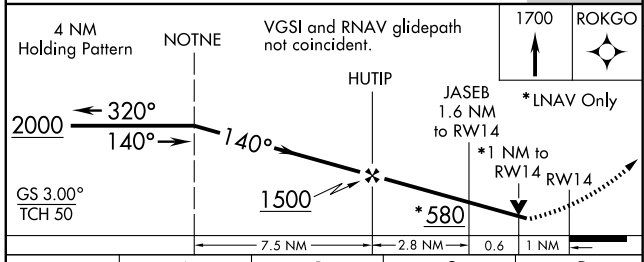
RNAV (GPS) RWY 14
MOBILE DOWNTOWN (BFM)

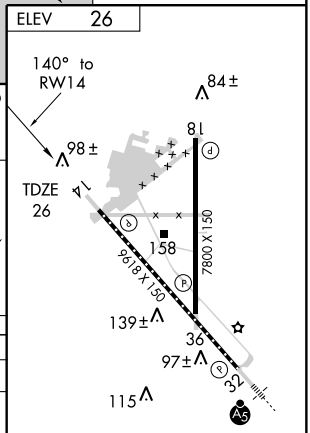
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cats. C and D and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1700 direct ROKGO and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) (L) 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
LPV DA	343-1 317 (400-1)			
LNAV/VNAV DA	396-1¼ 370 (400-1¼)			
LNAV MDA	400-1 374 (400-1)			400-1¼ 374 (400-1¼)
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	680-2 654 (700-2)

REIL Rwy 14
MIRL Rwy 18-36
HIRL Rwy 14-32
TDZ/CL Rwy 32

SE-4, 03 JUN 2010 to 01 JUL 2010

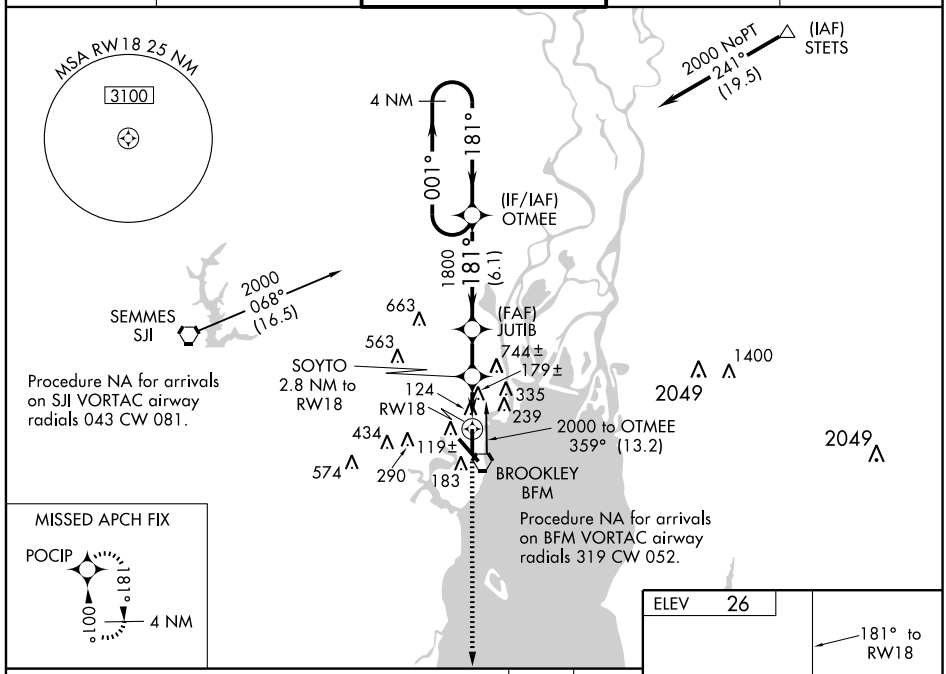
WAAS	APP CRS	Rwy Idg	7800
CH 97611	181°	TDZE	26
W18A		Apt Elev	26

RNAV (GPS) RWY 18
MOBILE DOWNTOWN (BFM)

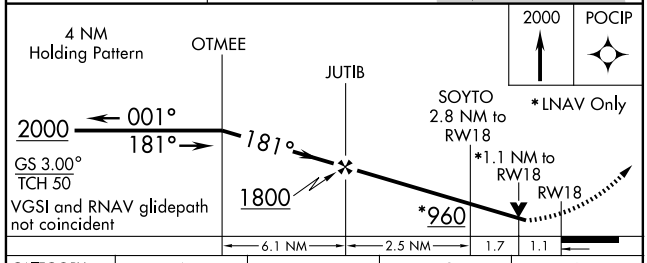
Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats., LNAV Cat. D, and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct POCIP and hold.

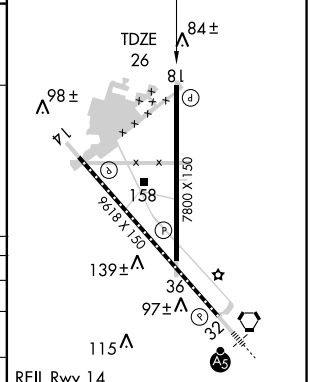
ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95



MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	351-1 325 (400-1)			
LNAV/VNAV DA	397-1¼ 371 (400-1¼)			
LNAV MDA	440-1 414 (500-1)		440-1¼ 414 (500-1¼)	
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	680-2 654 (700-2)



REIL Rwy 14
MIRL Rwy 18-36
HIRL Rwy 14-32
TDZ/CL Rwy 32

SE-4. 03 JUN 2010 to 01 JUL 2010

WAAS CH 70304 W32A	APP CRS 320°	Rwy Idg 9618 TDZE 25 Apt Elev 26

RNAV (GPS) RWY 32

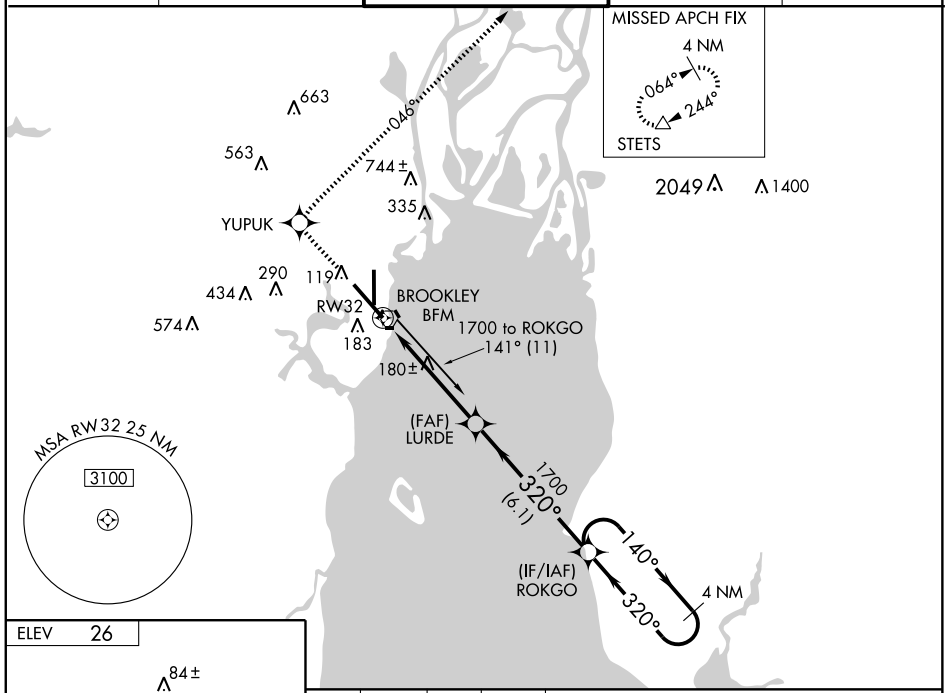
MOBILE DOWNTOWN (BFM)

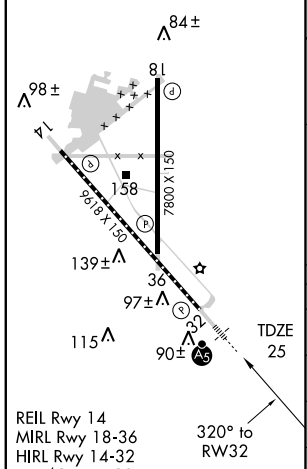
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LNAV Cat C visibility to RVR 5000, Cat D to RVR 6000. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting.

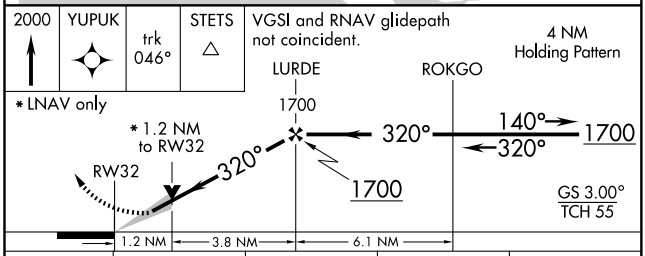
MALSR

MISSED APPROACH: Climb to 2000 direct YUPUK and via track 046° to STETS and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
LPV DA	225/24 200 (200-½)			
LNAV/VNAV DA	368/40 343 (400-¾)			
LNAV MDA	480/24 455 (500-½)		480/40 455 (500-¾)	480/50 455 (500-1)
CIRCLING	520-1 494 (500-1)		520-1½ 494 (500-1½)	580-2 554 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

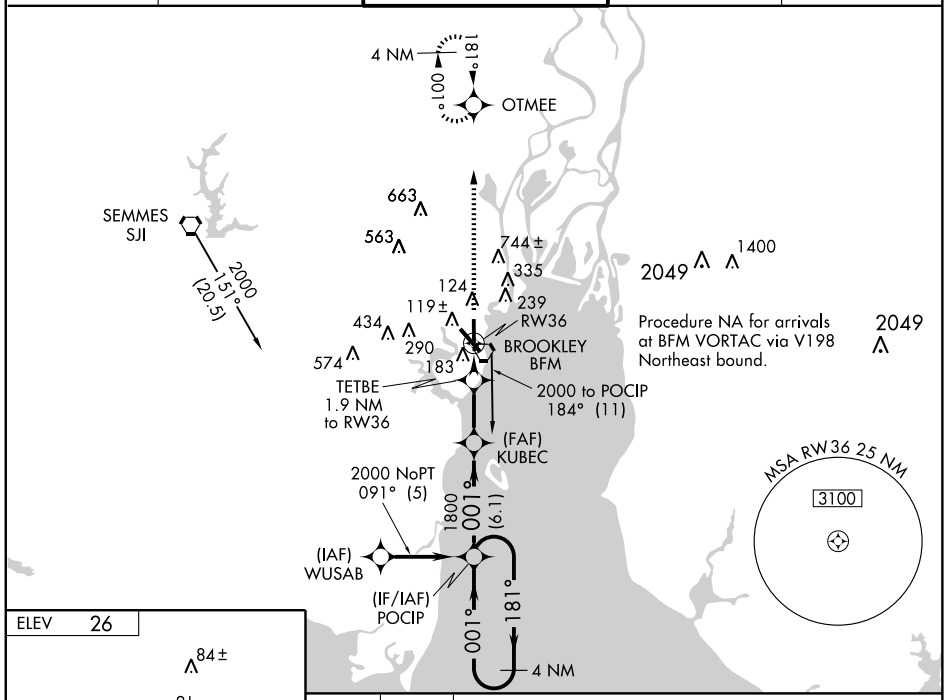
WAAS	APP CRS	Rwy Idg	7800
CH 56511	001°	TDZE	26
W36A		Apt Elev	26

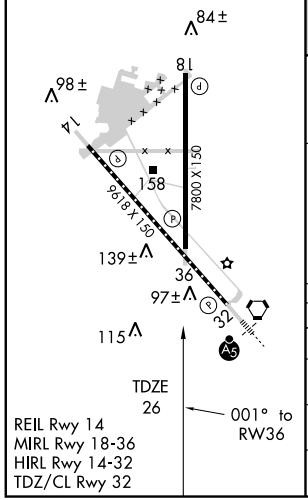
RNAV (GPS) RWY 36
MOBILE DOWNTOWN (BFM)

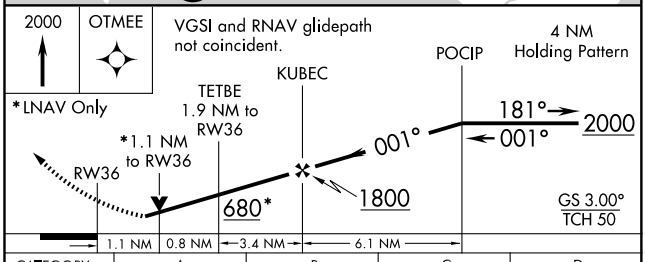
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats., LNAV Cat. D and Circling Cats. C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct OTMEE and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
LPV DA	340-1 314 (400-1)			
LNAV/VNAV DA	586-2 560 (600-2)			
LNAV MDA	440-1 414 (500-1)		440-1¼ 414 (500-1¼)	
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	680-2 654 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

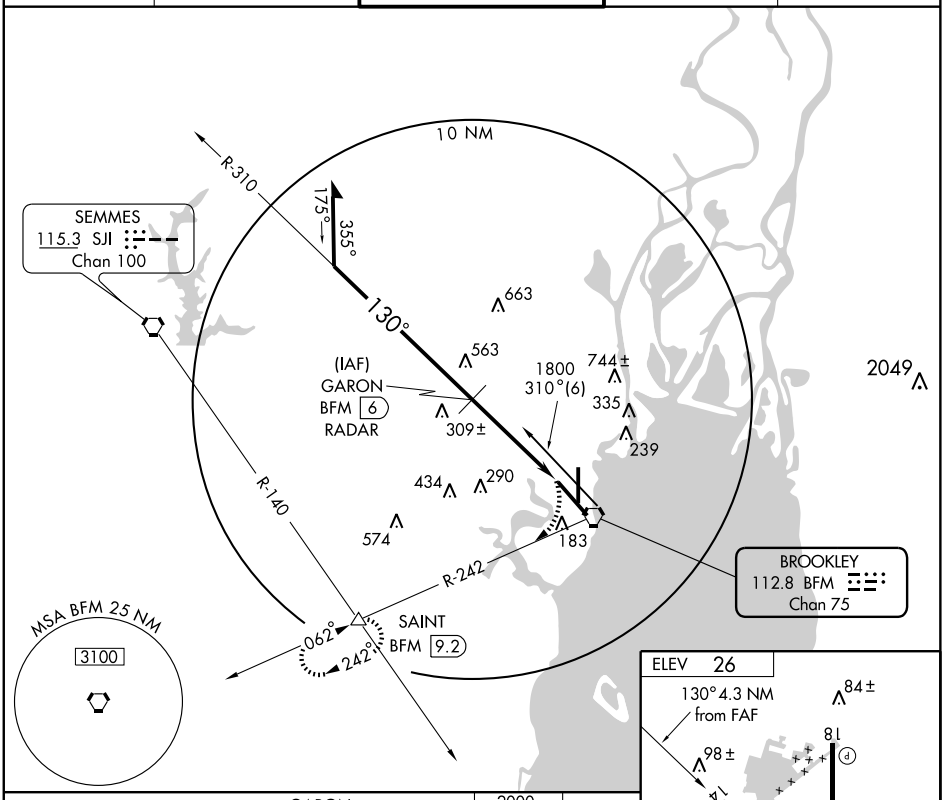
VORTAC BFM 112.8 Chan 75	APP CRS 130°	Rwy Idg 9618 TDZE 26 Apt Elev 26

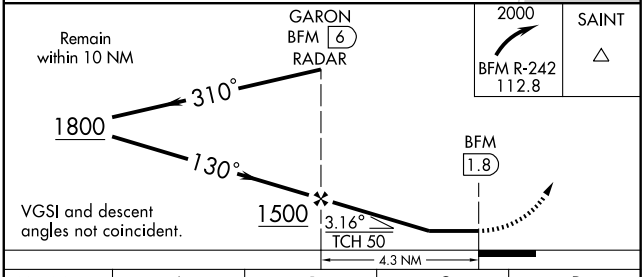
VOR RWY 14
MOBILE DOWNTOWN (BFM)

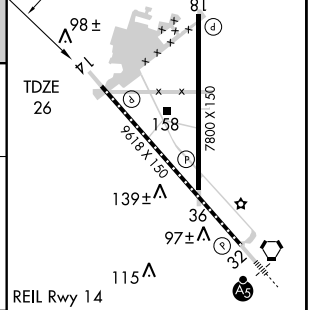
RADAR or DME Required.

MISSED APPROACH: Climbing right turn to 2000 via BFM R-242 to SAINT INT/9.2 DME and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
S-14	540-1	514 (600-1)	540-1½ 514 (600-1½)	540-1¾ 514 (600-1¾)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

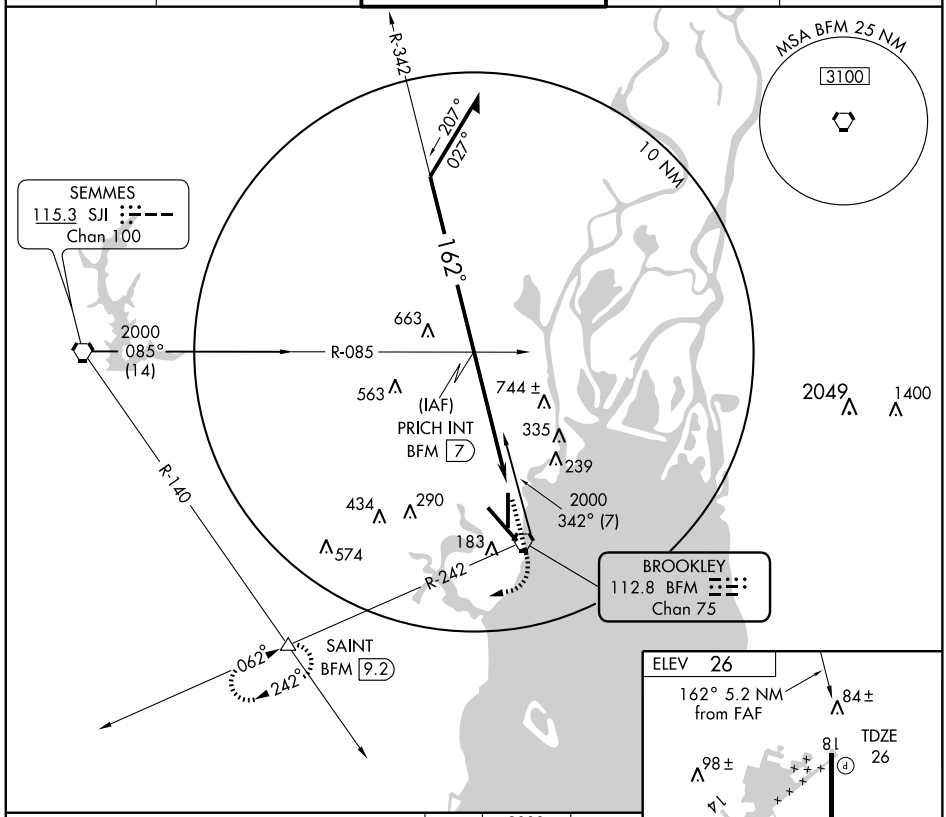
SE-4, 03 JUN 2010 to 01 JUL 2010

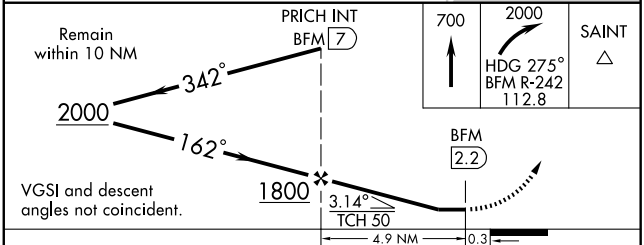
VORTAC BFM 112.8 Chan 75	APP CRS 162°	Rwy Idg 7800 TDZE 26 Apt Elev 26

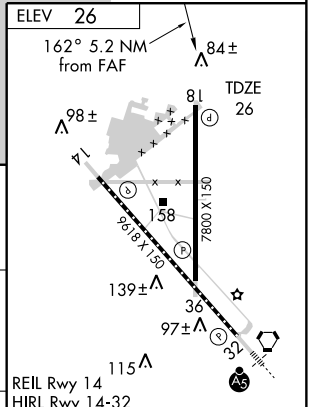
VOR RWY 18
MOBILE DOWNTOWN (BFM)

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 275° and BFM R-242 to SAINT INT/9.2 DME and hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
S-18	540-1	514 (600-1)	540-1½ 514 (600-1½)	540-1¾ 514 (600-1¾)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC BFM 112.8 Chan 75	APP CRS 333°	Rwy Idg 9618 TDZE 25 Apt Elev 26

VOR RWY 32

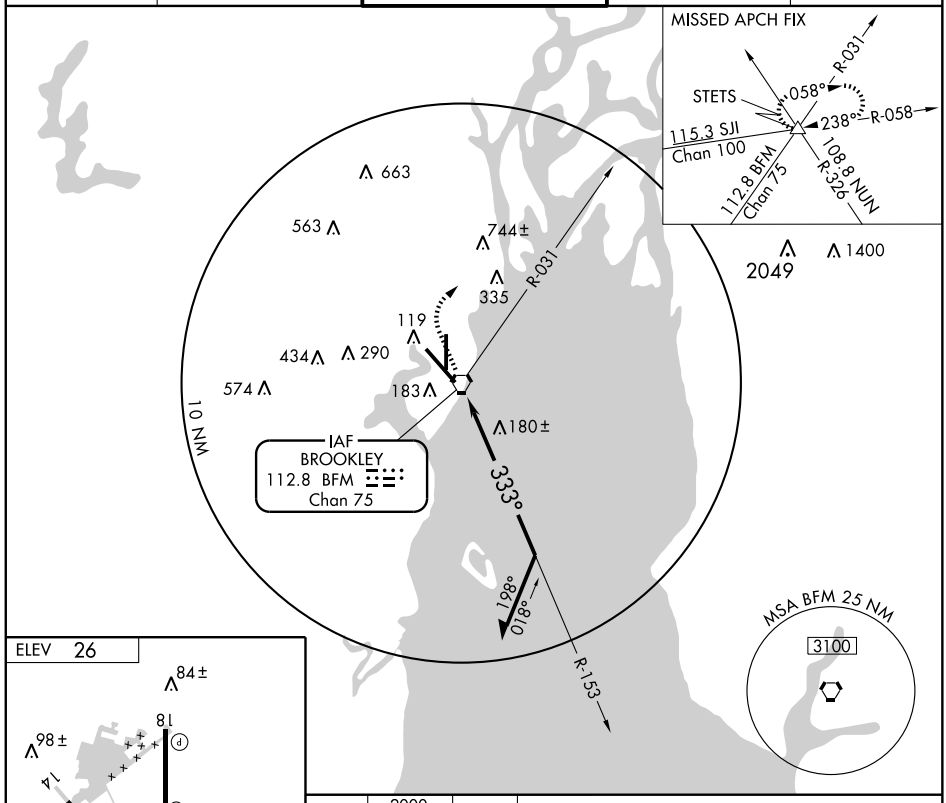
MOBILE DOWNTOWN (BFM)

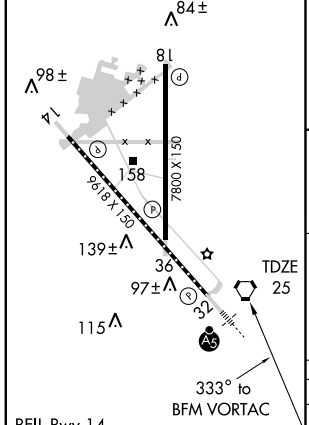
When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all MDA 60 feet.
When using local altimeter setting or Mobile Rgnl altimeter setting, inoperative table does not apply to Cat D.

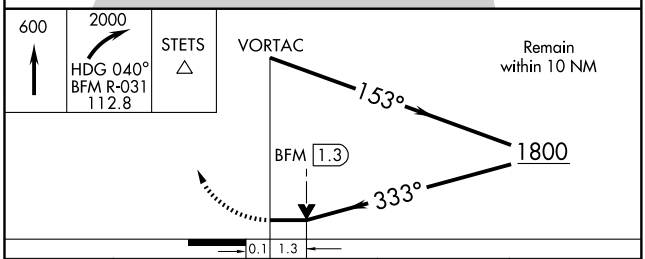
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 via heading 040° and BFM VORTAC R-031 to STETS INTand hold.

ATIS	MOBILE APP CON ★	DOWNTOWN TOWER ★	GND CON	UNICOM
135.575	118.5 269.3	118.8 (CTAF) L 251.1	121.7 239.3	122.95







CATEGORY	A	B	C	D
S-32	540/24	515 (600-½)	540/50 515 (600-1)	540-1¾ 515 (600-1¾)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

REIL Rwy 14
MIRL Rwy 18-36
HIRL Rwy 14-32
TDZ/CL Rwy 32

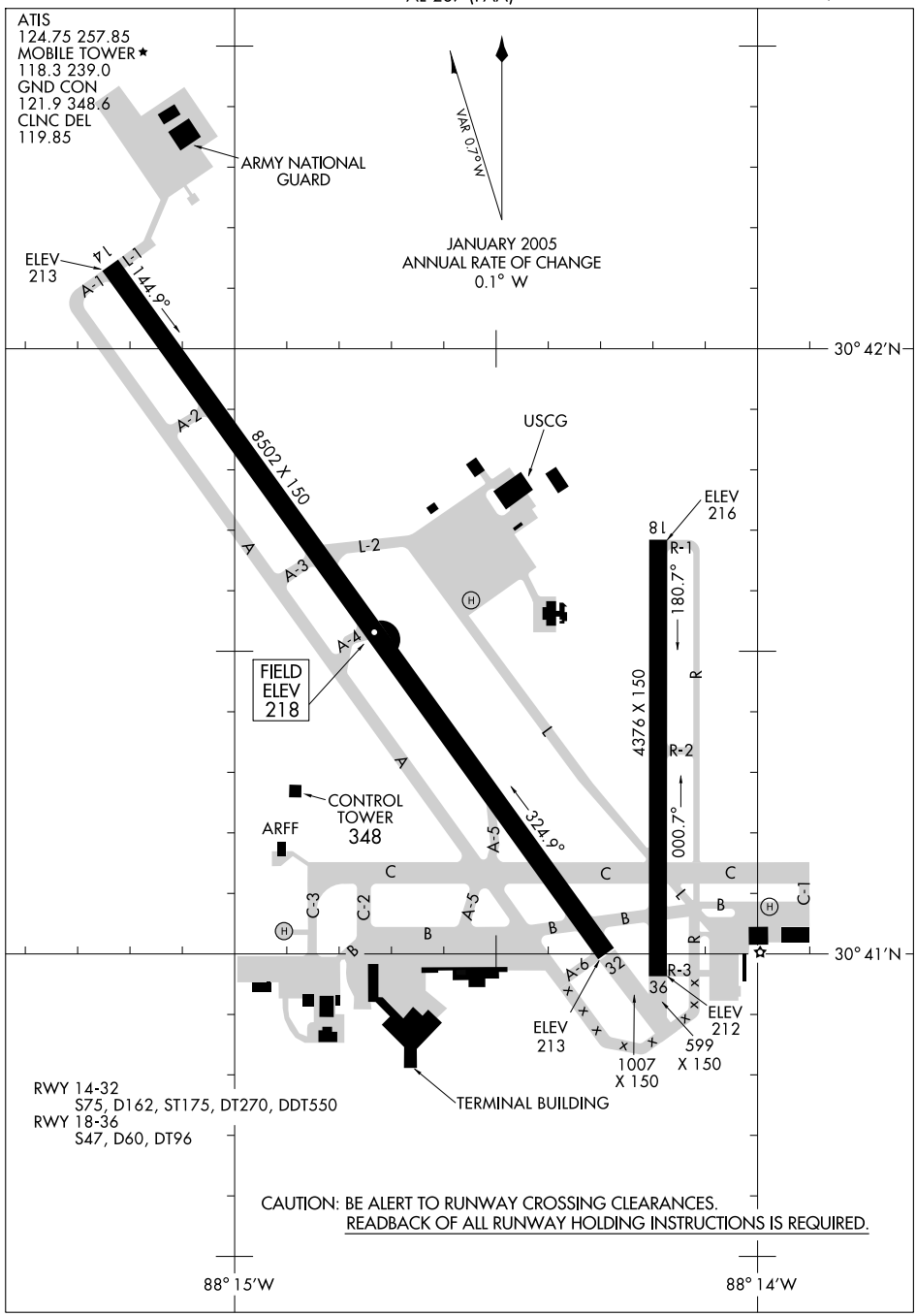
SE-4, 03 JUN 2010 to 01 JUL 2010

08101

AIRPORT DIAGRAM

AL-267 (FAA)

MOBILE RGNL (MOB)
MOBILE, ALABAMA



SE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-MOB	APP CRS	Rwy Idg	8502
109.9	142°	TDZE	215
		Apt Elev	219

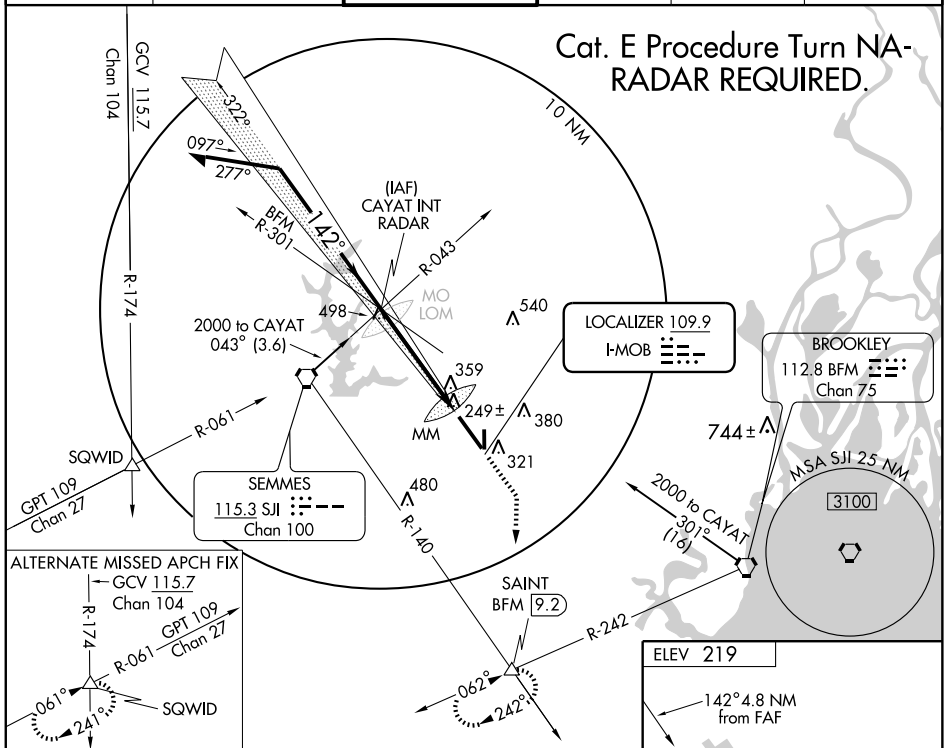
ILS or LOC RWY 14
MOBILE RGNL (MOB)

ASR For inoperative MALSR, increase S-ILS 14 Cat. E visibility to RVR 4000, and S-LOC 14 Cat. E visibility to RVR 6000. *Cats A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 via heading 200° and SJI VORTAC R-140 to SAINT Int/BFM 9.2 DME and hold.

ATIS	MOBILE APP CON *	MOBILE TOWER *	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) L 239.0	121.9 348.6	119.85	122.95



CATEGORY	A	B	C	D	E
S-ILS 14	*415/24 200 (200-½)				
S-LOC 14	540/24 325 (400-½)			540/40 325 (400-¾)	
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-4. 03 JUN 2010 to 01 JUL 2010

LOC I-ATE	APP CRS	Rwy Idg	8502
111.5	322°	TDZE	219
		Apt Elev	219

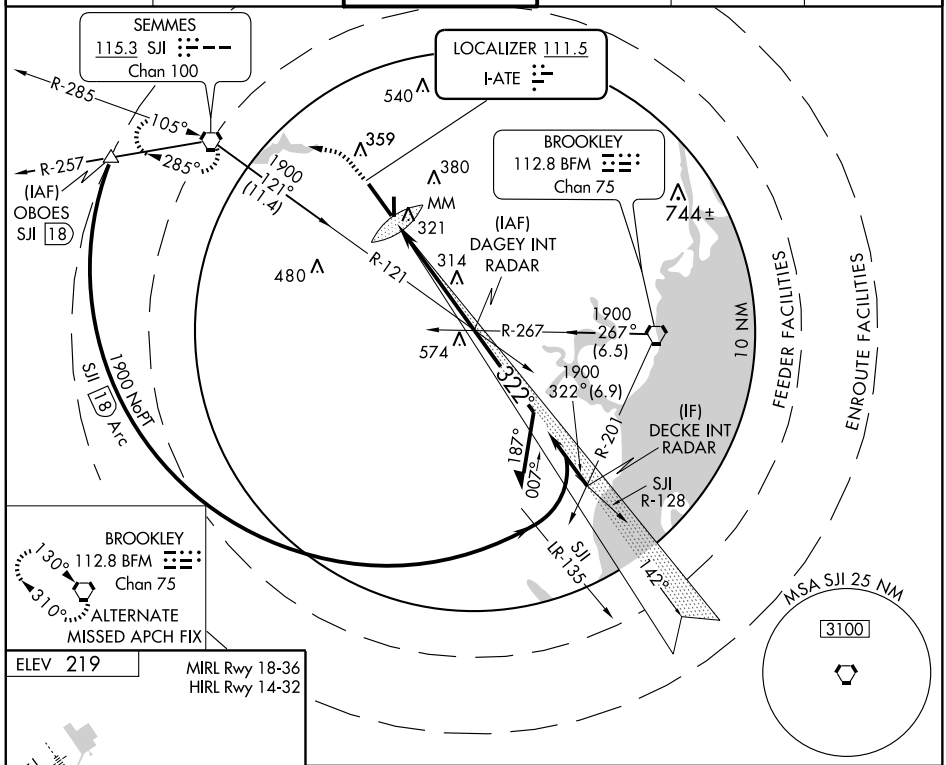
ILS or LOC RWY 32

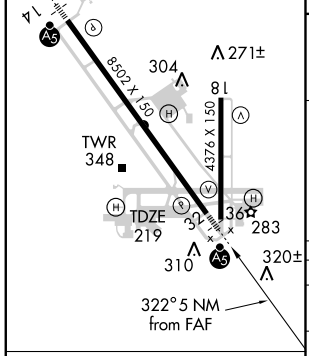
MOBILE RGNL (MOB)

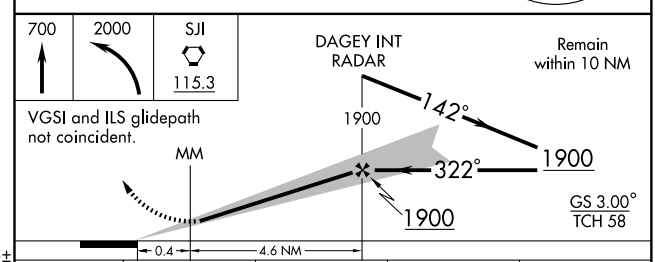
ASR — For inoperative MALSR, increase S-LOC Cat. D visibility to 1 mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR — MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS	MOBILE APP CON *	MOBILE TOWER *	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95







FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 32	*419/24 200 (200-½)			
S-LOC 32	560/24 341 (400-½)			560/40 341 (400-¾)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

LOM MO	APP CRS	Rwy Idg	8502
248	142°	TDZE	215
		Apt Elev	219

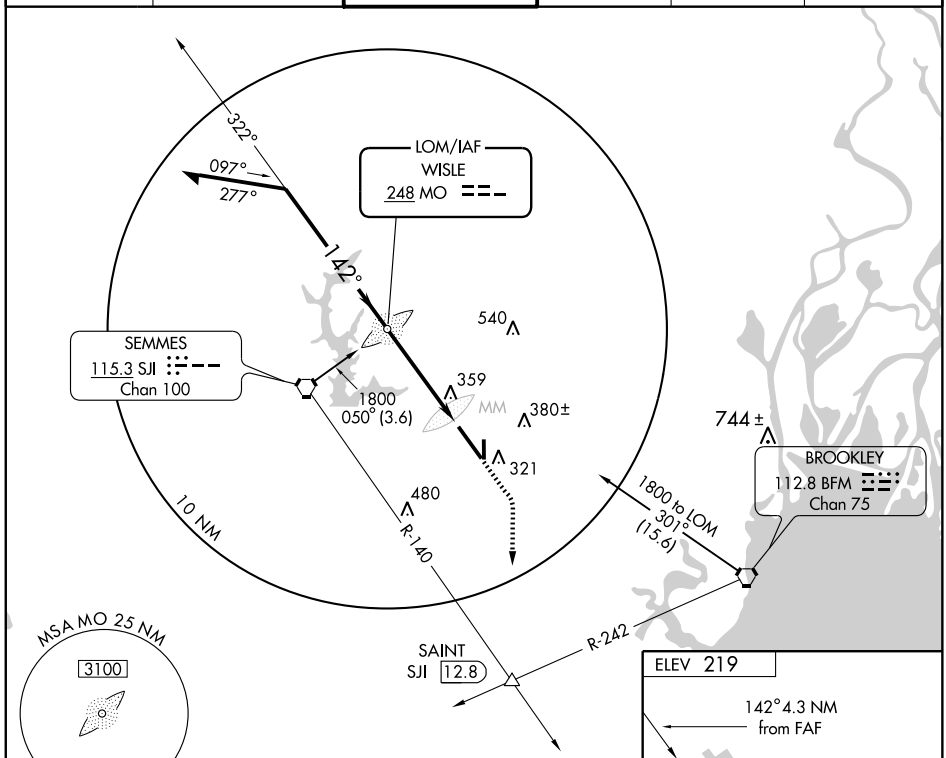
NDB RWY 14
MOBILE RGNL (MOB)

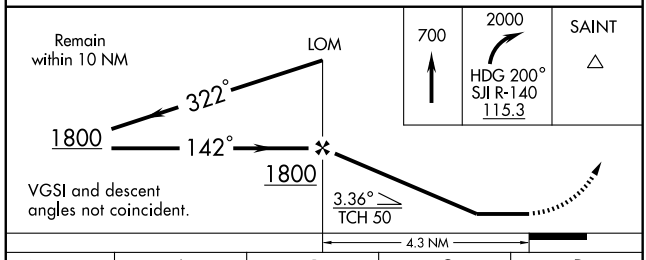
ASR

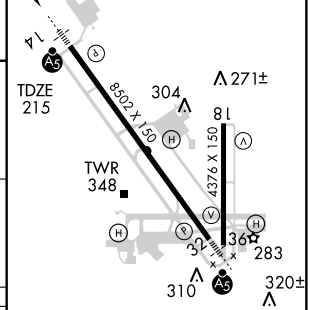
MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95







CATEGORY	A	B	C	D
S-14	680/40 465 (500-¾)			680/60 465 (500-1¼)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8502
CH 97506	142°	TDZE	215
W14A		Apt Elev	219

RNAV (GPS) RWY 14

MOBILE RGNL (MOB)

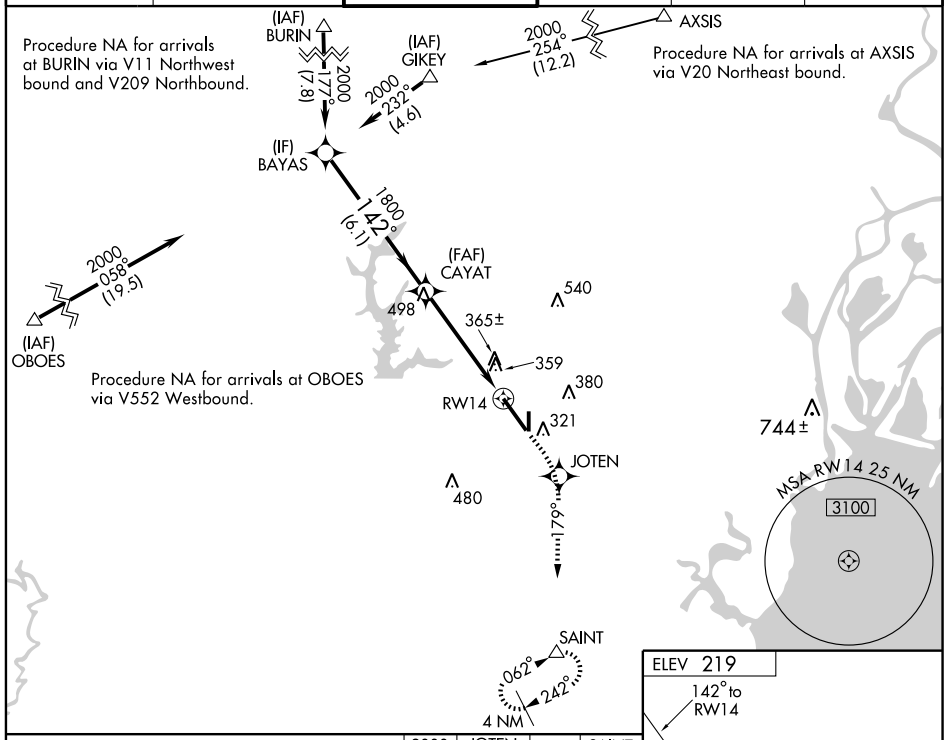
ASR

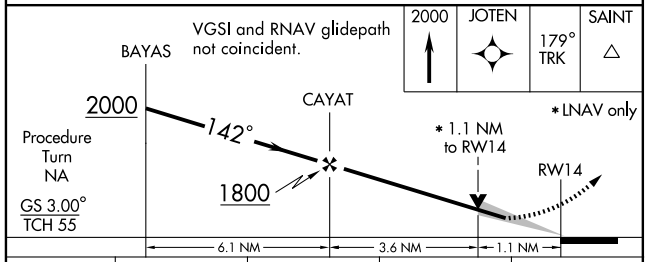
For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

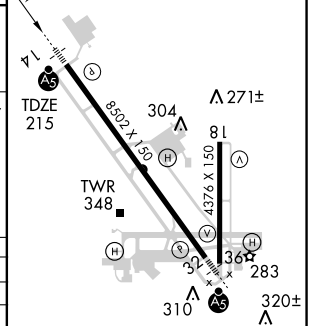
MISSED APPROACH: Climb to 2000 direct JOTEN and via 179° track to SAINT and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95





CATEGORY	A	B	C	D
LPV DA	465/24 250 (300-½)			
LNAV/VNAV DA	650/50 435 (500-1)			
LNAV MDA	620/24 405 (500-½)		620/40 405 (500-¾)	620/50 405 (500-1)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)



MIRL Rwy 18-36
HIRL Rwy 14-32

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4376
178°	TDZE	217
	Apt Elev	219

RNAV (GPS) RWY 18
MOBILE RGNL (MOB)

NA ASR

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 2000 direct SAYOK WP and left turn via 101° track to BFM VORTAC and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95

(IAF) BURIN
2000 NoPT
125° (9.3)
Procedure NA for arrival at BURIN on V209 Northbnd and V11 Northwestbnd.

4 NM
358° 178°
(IF/IAF) CECAP
2000 178° (6)

(IAF) AXSIS
2000 NoPT
244° (9.1)
Procedure NA for arrival at AXSIS on V20 Northeastbnd.

(FAF) BAKAY
558 540
2000 032° (11.4)
SEMMES SJI
DIDEC 2 NM to RW18
359 380
RW18
321
744±
480
SAYOK
101° (9.6)
130° 310° 4 NM
BROOKLEY BFM

MSA RW18 25 NM
3100

ELEV 219
178° to RW18
271±
304
81
TDZE 217
TWR 348
8602 X 150
4376 X 150
14
32
36
283
310
320±

4 NM Holding Pattern

2000 | SAYOK | 101° TRK | BFM

CECAP 358° 178° BAKAY
2000 2000
DIDEC 2 NM to RW18
RW18
3.04° TCH 45 900
VGSI and descent angles not coincident.
6 NM 3.4 NM 2 NM

CATEGORY	A	B	C	D
LNAV MDA	640-1 423 (500-1)		640-1¼ 423 (500-1¼)	
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

MIRL Rwy 18-36
HIRL Rwy 14-32

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8502
CH 69306	322°	TDZE	219
W32A		Apt Elev	219

RNAV (GPS) RWY 32

MOBILE RGNL (MOB)

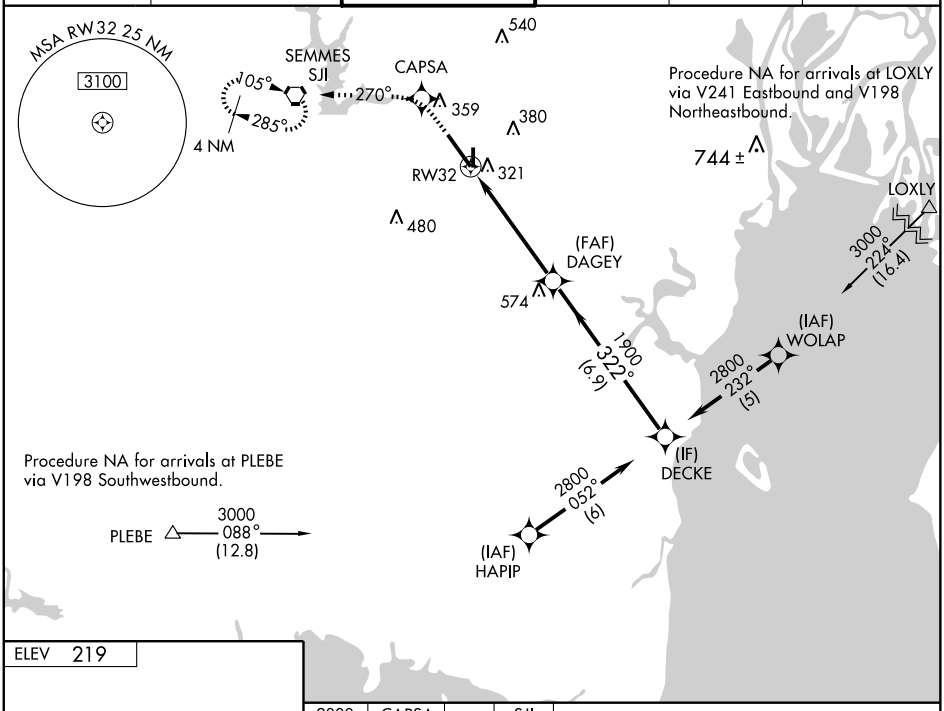
T A ASR

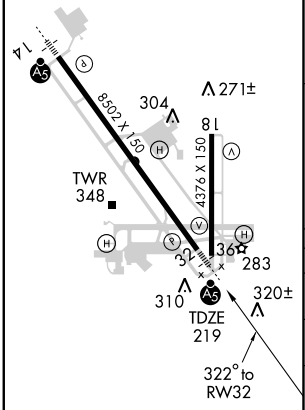
DME/DME RNP-0.3 NA. Circling Rwy 18 NA at night. For inoperative MALSR, increase LPV all Cats. visibility to 1 and LNAV Cat. D visiblity to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MALSR

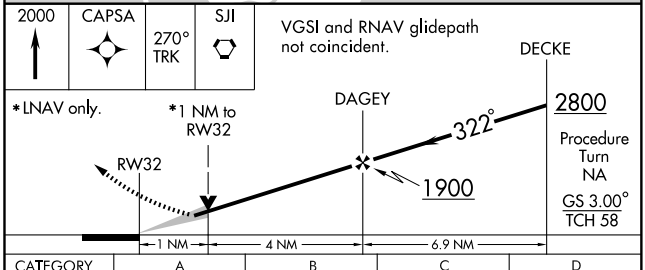
MISSED APPROACH: Climb to 2000 direct CAPSA and via 270° track to SJI VORTAC and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32



CATEGORY	A	B	C	D
LPV DA	510/24 291 (300-½)			
LNAV/ VNAV DA	586/40 367 (400-¾)			
LNAV MDA	580/24 361 (400-½)			580/50 361 (400-1)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4376
CH 50215	358°	TDZE	216
W36A		Apt Elev	219

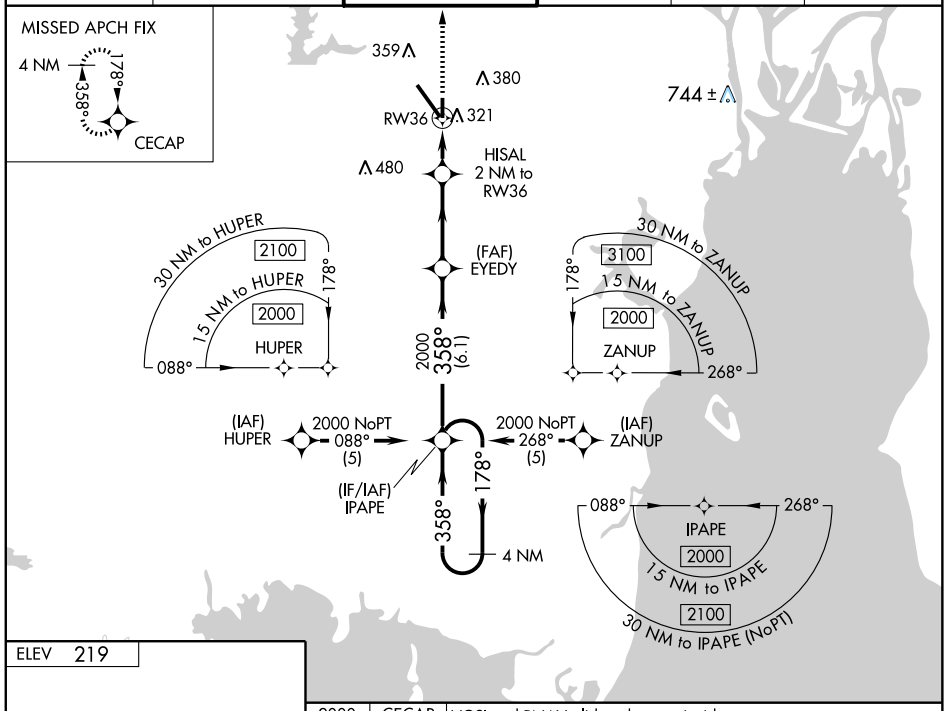
RNAV (GPS) RWY 36
MOBILE RGNL (MOB)

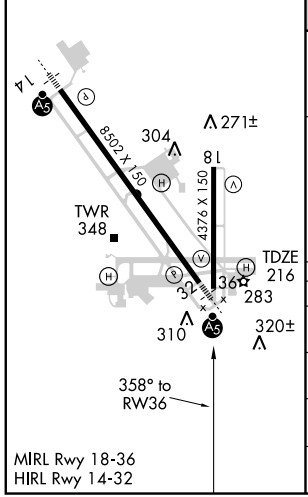
ASR

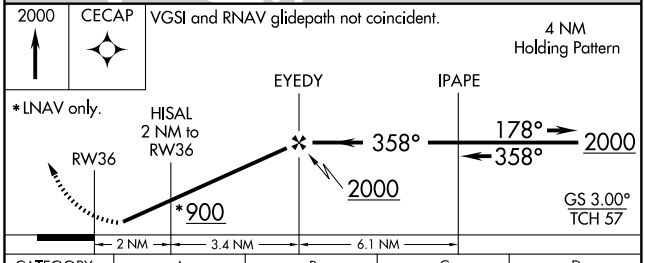
Circling to Rwy 18 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CECAP and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95







CATEGORY	A	B	C	D
LPV DA	515-1 299 (300-1)			
LNAV/ VNAV DA	571-1¼ 355 (400-1¼)			
LNAV MDA	600-1 384 (400-1)			600-1¼ 384 (400-1¼)
CIRCLING	680-1 461 (500-1)		680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC SJI	APP CRS	Rwy Idg	N/A
115.3	104°	TDZE	N/A
Chan 100		Apt Elev	219

VOR or TACAN-A

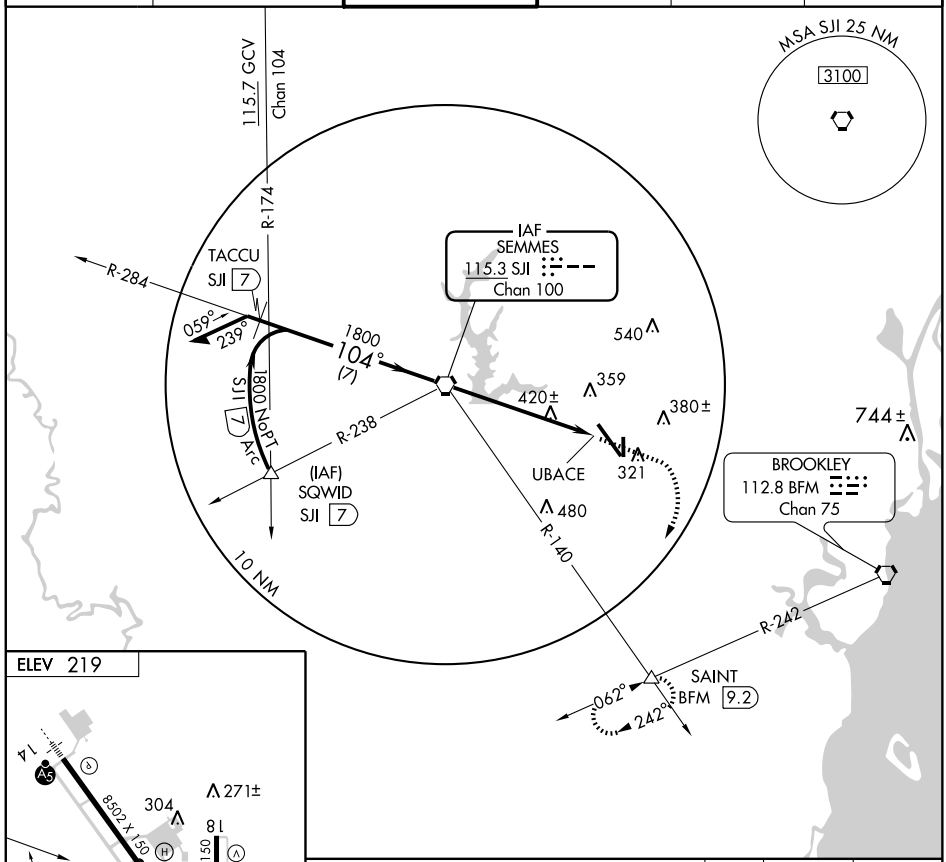
MOBILE RGNL (MOB)

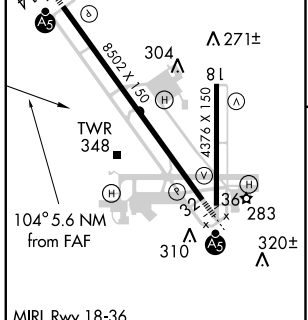
ASR

Circling to Rwy 18 NA at night.

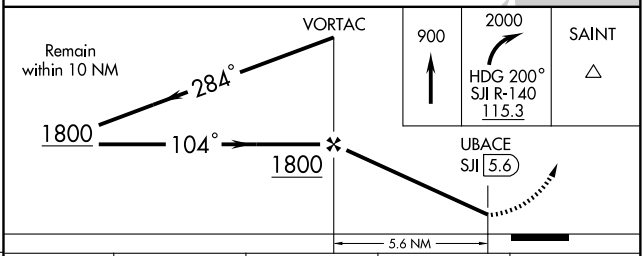
MISSED APPROACH: Climb to 900, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int/BFM 9.2 DME and hold.

ATIS	MOBILE APP CON ★	MOBILE TOWER ★	GND CON	CLNC DEL	UNICOM
124.75 257.85	118.5 269.3	118.3 (CTAF) 239.0	121.9 348.6	119.85	122.95





MIRL Rwy 18-36
HIRL Rwy 14-32



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
CIRCLING	680-1	461 (500-1)	680-1½ 461 (500-1½)	780-2 561 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6028
028°	TDZE	418
	Apt Elev	419

RNAV (GPS) RWY 3

MONROEVILLE / MONROE COUNTY (MVC)

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Middleton Field altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct YORUP and hold.

ATLANTA CENTER	UNICOM
118.55 267.9	123.0 (CTAF) L

874

Procedure NA for arrivals at MVC VORTAC via V222 eastbound.

MONROEVILLE MVC

808

2000 to YORUP 214° (14.3)

RW03

028°

537

(FAF) PERVE

2000 (9) 038°

218° 038°

4 NM

(IF/IAF) YORUP

A-292

2000 NoPT 083° (29.6)

(IAF) ERNON

2000 NoPT 061° (17.4)

(IAF) TENSA

MSA RW03 25 NM

2000

ELEV 419

4 NM Holding Pattern

YORUP

PERVE

2000 218° 038°

038°

2000 028°

RW03

3.04° TCH 62

9 NM

4.7 NM

2000 YORUP

21

6028 X 100

TDZE 418

3

028° to RW03

MIRL Rwy 3-21

REIL Rwys 3 and 21 L

CATEGORY	A	B	C	D
LNAV MDA	840-1 422 (500-1)		840-1¼ 422 (500-1¼)	
CIRCLING	840-1 421 (500-1)	880-1 461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)
MIDDLETON FIELD ALTIMETER SETTING MINIMUMS				
LNAV MDA	900-1 482 (500-1)		900-1¼ 482 (500-1¼)	900-1½ 482 (500-1½)
CIRCLING	900-1 481 (500-1)		980-1½ 561 (600-1½)	1020-2 601 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6028
208°	TDZE	419
	Apt Elev	419

RNAV (GPS) RWY 21

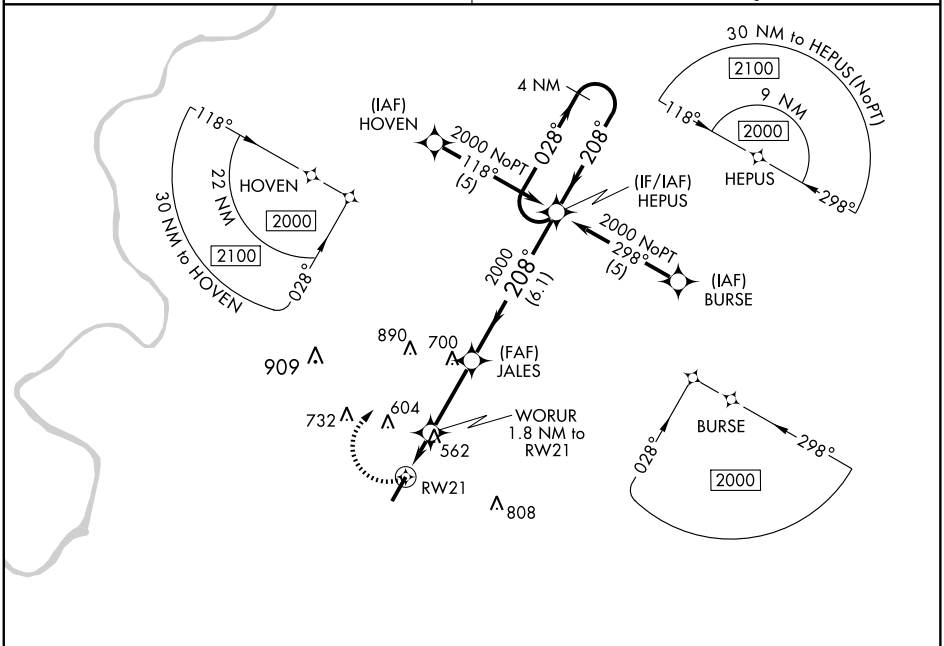
MONROEVILLE/MONROE COUNTY (MVC)

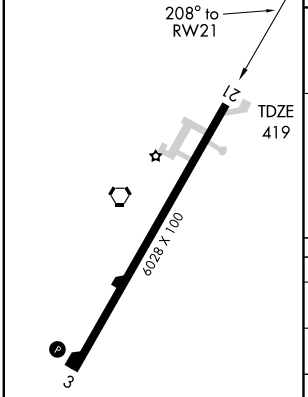
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Middleton Field altimeter setting.

NA

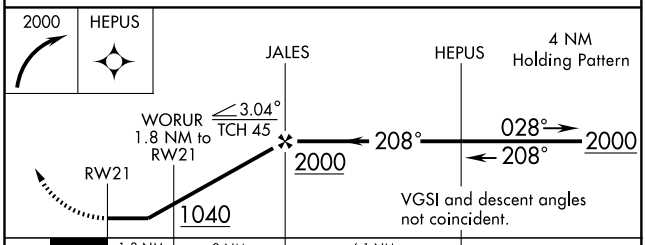
MISSED APPROACH: Climbing right turn to 2000 direct HEPUS and hold.

ATLANTA CENTER	UNICOM
118.55 267.9	123.0 (CTAF) L





MIRL Rwy 3-21
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LNAV/MDA	880-1 461 (500-1)		880-1¼ 461 (500-1¼)	880-1½ 461 (500-1½)
CIRCLING	880-1 461 (500-1)		920-1½ 501 (600-1½)	980-2 561 (600-2)
MIDDLETON FIELD ALTIMETER SETTING MINIMUMS				
LNAV/MDA	940-1 521 (600-1)		940-1½ 521 (600-1½)	940-1¾ 521 (600-1¾)
CIRCLING	940-1 521 (600-1)		980-1½ 561 (600-1½)	1020-2 601 (700-2)

VORTAC MVC	APP CRS	Rwy Idg	6028
116.8	018°	TDZE	418
Chan 115		Apt Elev	419

VOR RWY 3

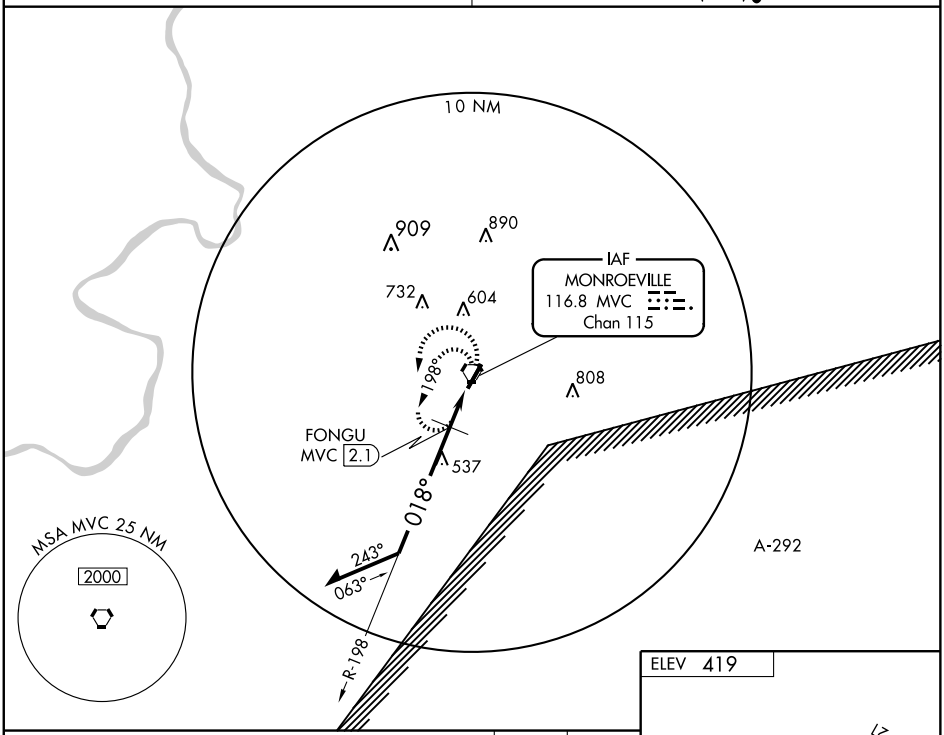
MONROEVILLE / MONROE COUNTY (MVC)

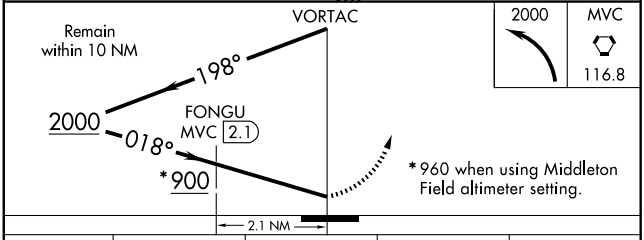
Obtain local altimeter setting on CTAF, when not received, use Middleton Field altimeter setting and increase all MDAs 60 feet and S-3 visibility Cats C and D ¼ mile, and FONGU fix minimums increase S-3 visibility Cat D ¼ mile. Visibility reduction by helicopters NA.

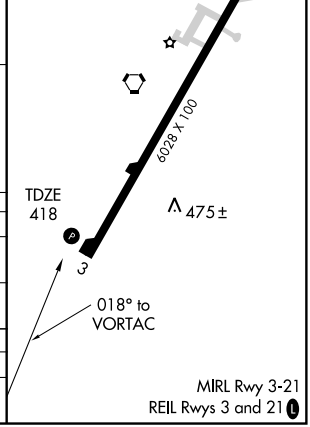
NA

MISSED APPROACH: Climbing left turn to 2000 in MVC VORTAC holding pattern.

ATLANTA CENTER	UNICOM
118.55 267.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-3	900-1 482 (500-1)		900-1¼ 482 (500-1¼)	900-1½ 482 (500-1½)
CIRCLING	900-1 481 (500-1)		920-1½ 501 (600-1½)	980-2 561 (600-2)
FONGU FIX MINIMUMS				
S-3	820-1 402 (500-1)		820-1¼ 402 (500-1¼)	
CIRCLING	840-1 421 (500-1)	880-1 461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC MVC 116.8 Chan 115	APP CRS 215°	Rwy Idg 6028 TDZE 419 Apt Elev 419

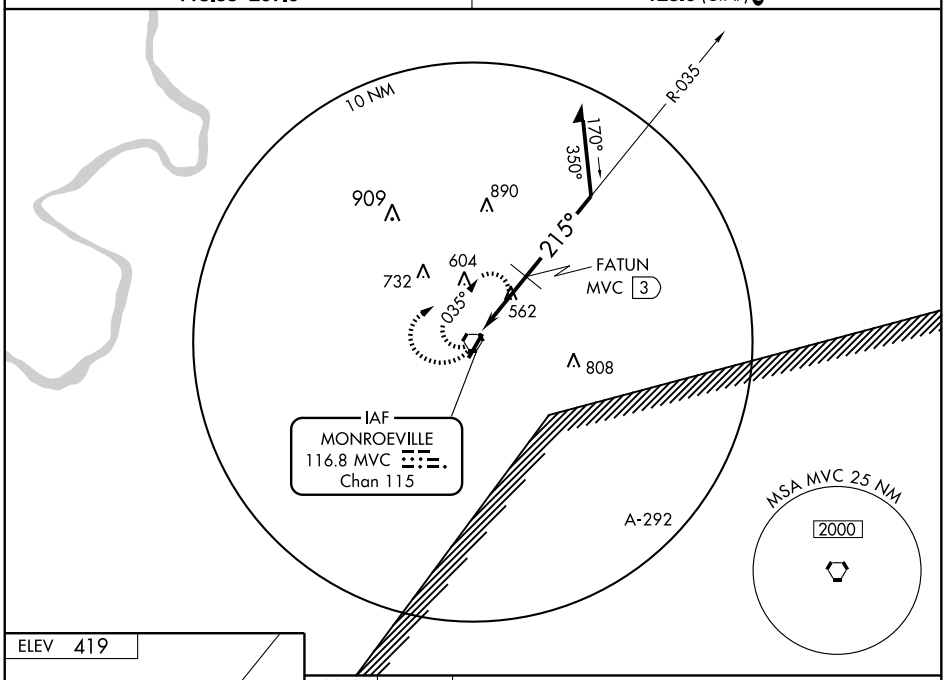
VOR RWY 21

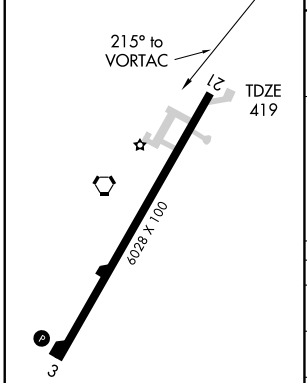
MONROEVILLE / MONROE COUNTY (MVC)

Obtain local altimeter setting on CTAF, when not received, use Middleton Field altimeter setting and increase all MDAs 60 feet and S-21 visibility Cats. C and D ¼ mile and circling Cat. C visibility ¼ mile, and FATUN fix minimums increase S-21 visibility Cats. C and D ¼ mile. Visibility reduction by helicopters NA.

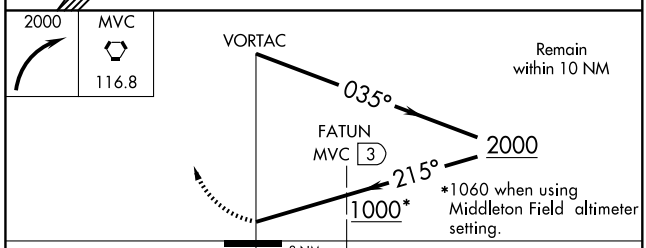
MISSED APPROACH: Climbing right turn to 2000 in MVC VORTAC holding pattern.

ATLANTA CENTER	UNICOM
118.55 267.9	123.0 (CTAF) L





MIRL Rwy 3-21
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
S-21	1000-1	581 (600-1)	1000-1½ 581 (600-1½)	1000-1¾ 581 (600-1¾)
CIRCLING	1000-1	581 (600-1)	1000-1½ 581 (600-1½)	1000-2 581 (600-2)
FATUN FIX MINIMUMS				
S-21	880-1	461 (500-1)	880-1¼ 461 (500-1¼)	880-1½ 461 (500-1½)
CIRCLING	880-1	461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

09071

AIRPORT DIAGRAM

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)
MONTGOMERY, ALABAMA
AL-272 (FAA)

ATIS
120.675
DANNELLY TOWER ★
119.7 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3

VAR 2.3°W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

32° 19′N

GENERAL AVIATION PARKING
TERMINAL
TERMINAL RAMP
ALABAMA ANG
FIRE STATION
WEST
EAST
ELEV 219
ELEV 186
ELEV 195
HOT 2
HOT 1
BAK 12
098.3°
278.3°
9010 X 150
0.3% DOWN
0.9% UP
215.2°
4010 X 150
035.2°
ILS HOLD
ILS HOLD
CONTROL TOWER 368
FIELD ELEV 221
ALABAMA ARMY NATIONAL GUARD

32° 18′N

RWY 3-21
PCN 28 F/C/X/T
S40, D95
RWY 10-28
PCN 35 F/C/X/T
S105, D116, DT180, DDT500

32° 17′N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

86° 24′W
86° 23′W

SE-4, 03 JUN 2010 to 01 JUL 2010

HI-ILS or LOC RWY 10

LOC I-MGM	APCH CRS	Rwy ldg 9010 TDZE 219 Arpt Elev 221
109.9	097°	

JAL-272 [USAF]

MONTGOMERY REGIONAL (DANNELLY FIELD) (KMGM)

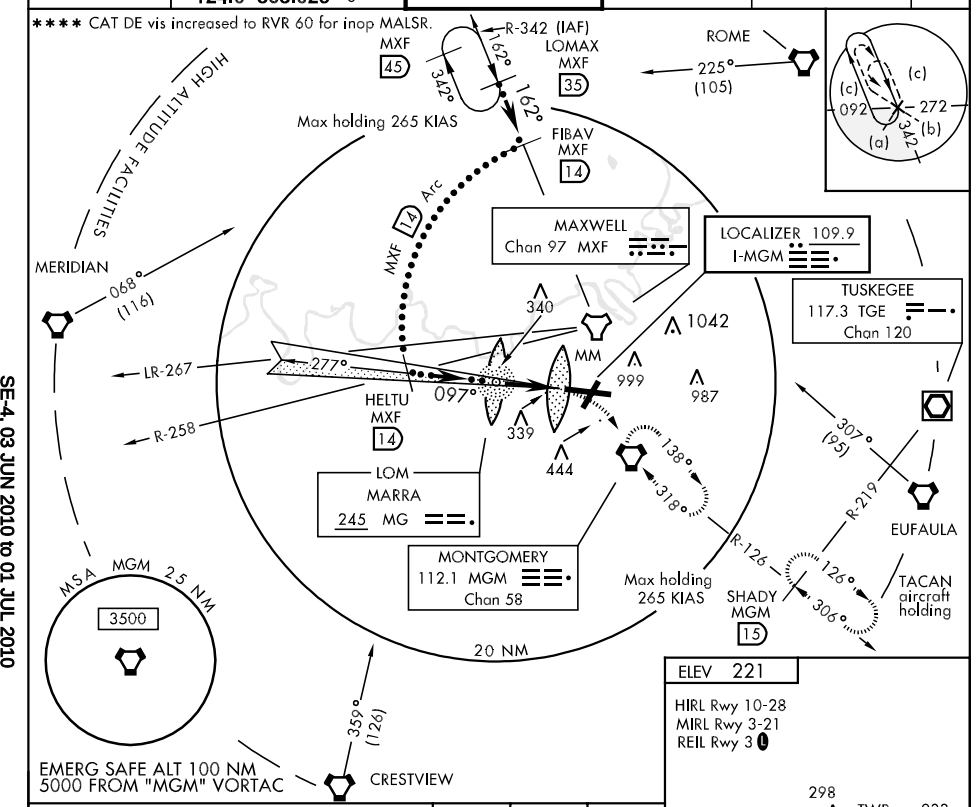
▼* For inop MALSR incr vis all CATs to RVR 40.
**For inop MALSR, incr CAT C vis to RVR 50, CAT DE RVR 60.
***Circling not authorized for CAT E N of Rwy 10-28.

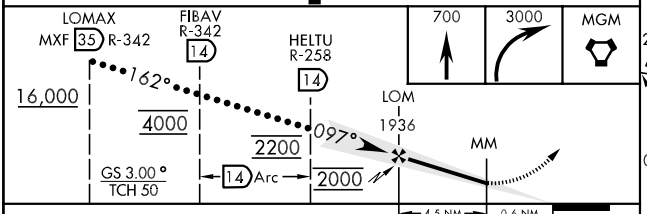
MALSR

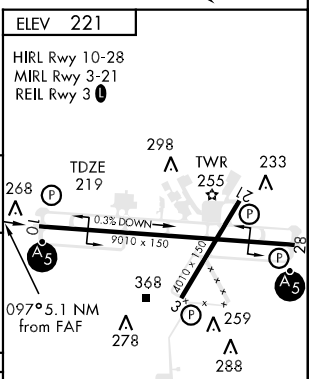
MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue to 3500 via MGM R-126 to SHADY INT.

ATIS ★	MONTGOMERY APP CON	MONTGOMERY TOWER★	GND CON	CLNC DEL	ASR
120.675	121.2 380.225 N 124.0 363.025 S	119.7(CTAF) 360.85	121.7 348.6	118.3 270.3	ASOS

**** CAT DE vis increased to RVR 60 for inop MALSR.







CATEGORY	C	D	E
S-ILS 10 *		419/24 200 (200-½)	
S-LOC 10**		600/40 381 (400-¾)	
CIRCLING ***	700-1½ 479 (500-1½)	800-2 579 (600-2)	
S-ASR 10 ****	600/40 381 (400-¾)	600/50 381 (400-1)	

FAF to MAP 4.5 NM					
Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

SE-4, 03 JUN 2010 to 01 JUL 2010

HI-TACAN-A

MGM 112.1 Chan 58	APCH CRS 133°	Rwy Idg 9010 TDZE N/A Arpt Elev 221

JAL-272 [USAF]

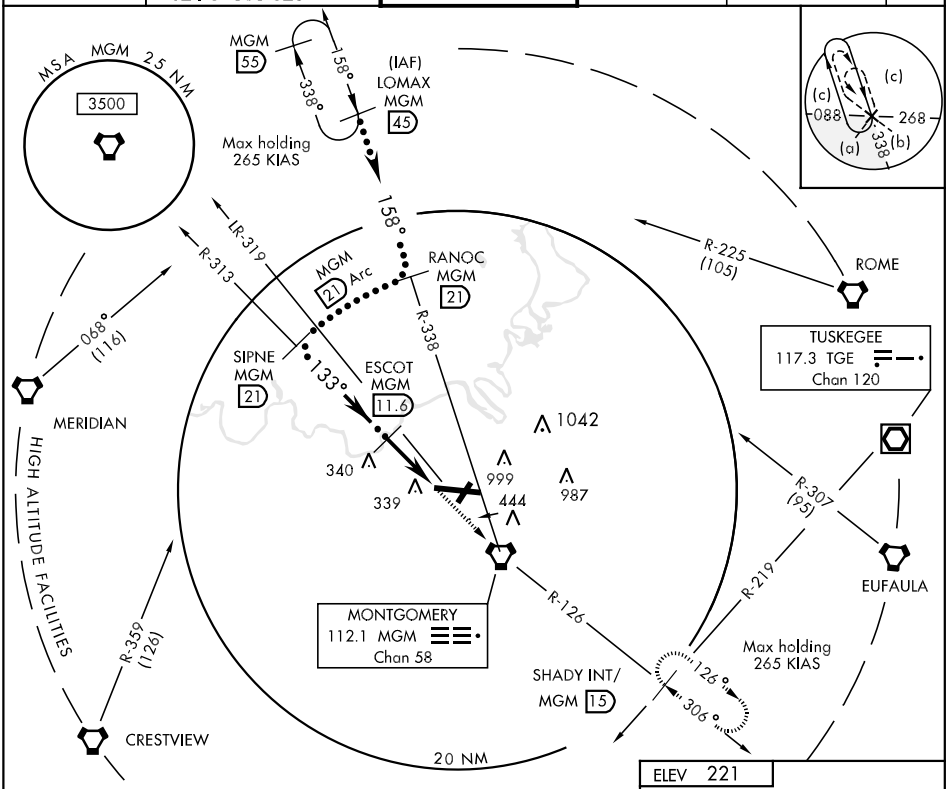
MONTGOMERY REGIONAL (DANNELLY FIELD) (KMGM)

* Circling not authorized for CAT E N of Rwy 10-28.

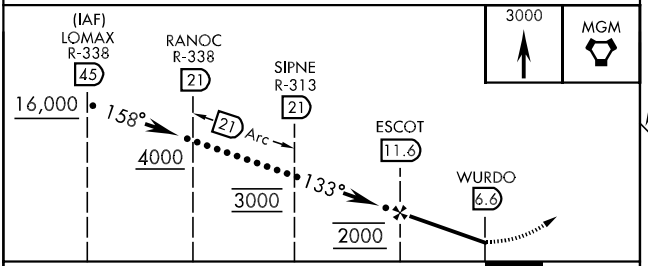
MALSR

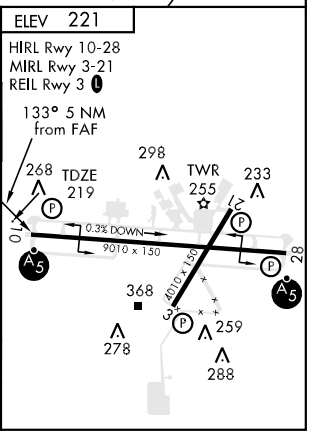
MISSED APPROACH: Climb to 3000 direct MGM VORTAC. Continue climb to 3500 via MGM R-126 to SHADY INT and hold.

ATIS *	MONTGOMERY APP CON	MONTGOMERY TOWER *	GND CON	CLNC DEL	ASR ASOS
120.675	121.2 380.225 N 124.0 363.025 S	119.7(CTAF) 360.85	121.7 348.6	118.3 270.3	



EMERG SAFE ALT 100 NM 5000 FROM "MGM" VORTAC





CATEGORY	C	D	E
CIRCLING *	700-1½ 479 (500-1½)	800-2 579 (600-2)	

LOC I-MGM	APP CRS	Rwy Idg	9010
109.9	097°	TDZE	219
		Apt Elev	221

ILS or LOC RWY 10

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

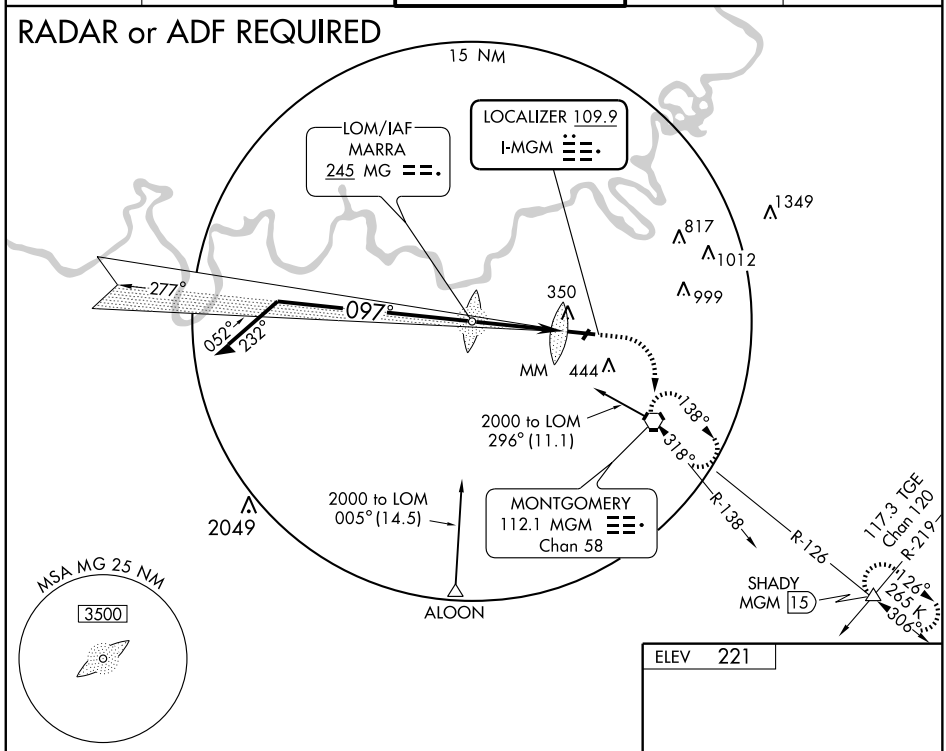
Circling NA for Cat. E North of Rwy 10-28. For inoperative MALSR, increase S-ILS-28 Cat. E visibility to RVR 4000 and S-LOC-28 Cat. E visibility to RVR 6000. *Vis Cats. A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD or DA.

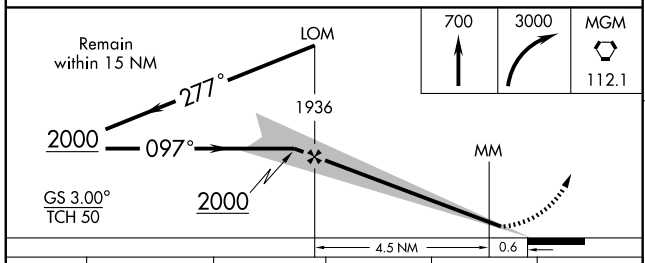
MALSR

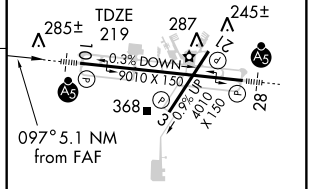
MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue climb to 3500 via MGM VORTAC R-126 to SHADY Int and hold.

ATIS	MONTGOMERY APP CON *	DANNELLY TOWER *	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3

RADAR or ADF REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 10	* 419/24 200 (200-½)				
S-LOC 10	600/24 381 (400-½)			600/40 381 (400-¾)	
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	800-2 579 (600-2)	

REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-DLV	APP CRS	Rwy Idg	9010
108.5	277°	TDZE	197
		Apt Elev	221

ILS or LOC RWY 28

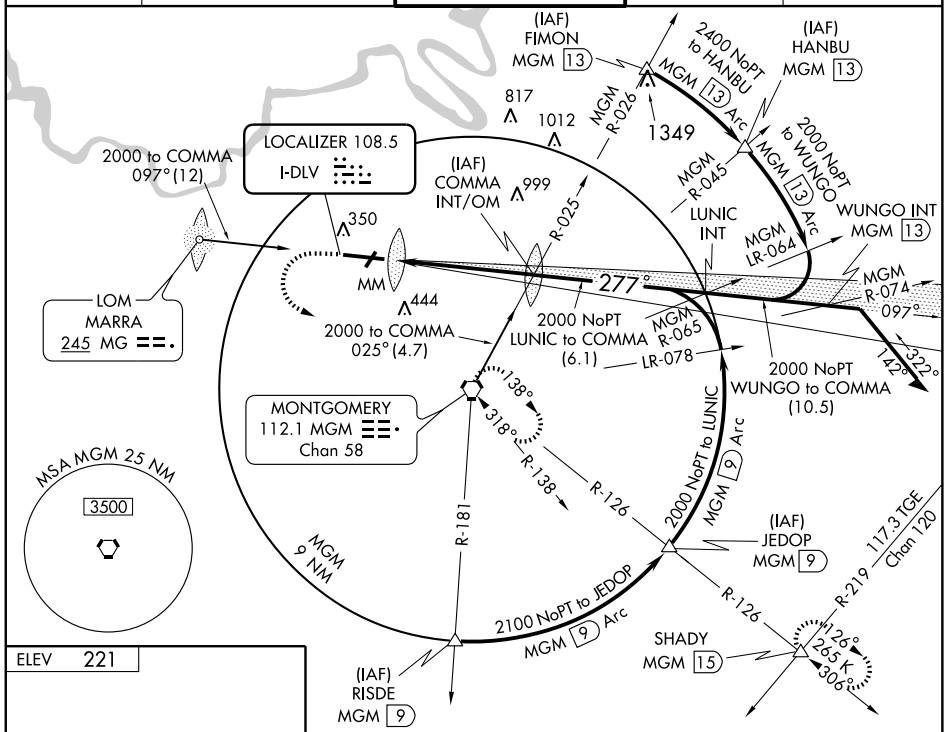
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

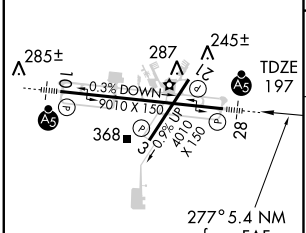
T A ASR — Autopilot coupled approach not authorized below 842 MSL. Circling NA for Cat. E north of Rwy 10-28. For inoperative MALSR, increase S-ILS-28 Cat. E visibility to ¾ and S-LOC-28 Cat. E visibility to 1¼.

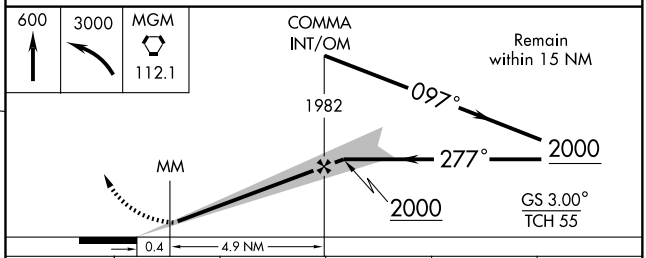
MALSR (A5)

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue climb to 3500 via MGM VORTAC R-126 to SHADY Int and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) (L) 360.85	121.7 348.6	118.3 270.3







REIL Rwy 3 (L)
MIRL Rwy 3-21
HIRL Rwy 10-28

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D	E
S-ILS 28	397-½ 200 (200-½)				
S-LOC 28	580-½ 383 (400-½)			580-¾ 383 (400-¾)	
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	800-2 579 (600-2)	

SE-4, 03 JUN 2010 to 01 JUL 2010

LOM MG	APP CRS	Rwy Idg	9010
245	097°	TDZE	219
		Apt Elev	221

NDB RWY 10

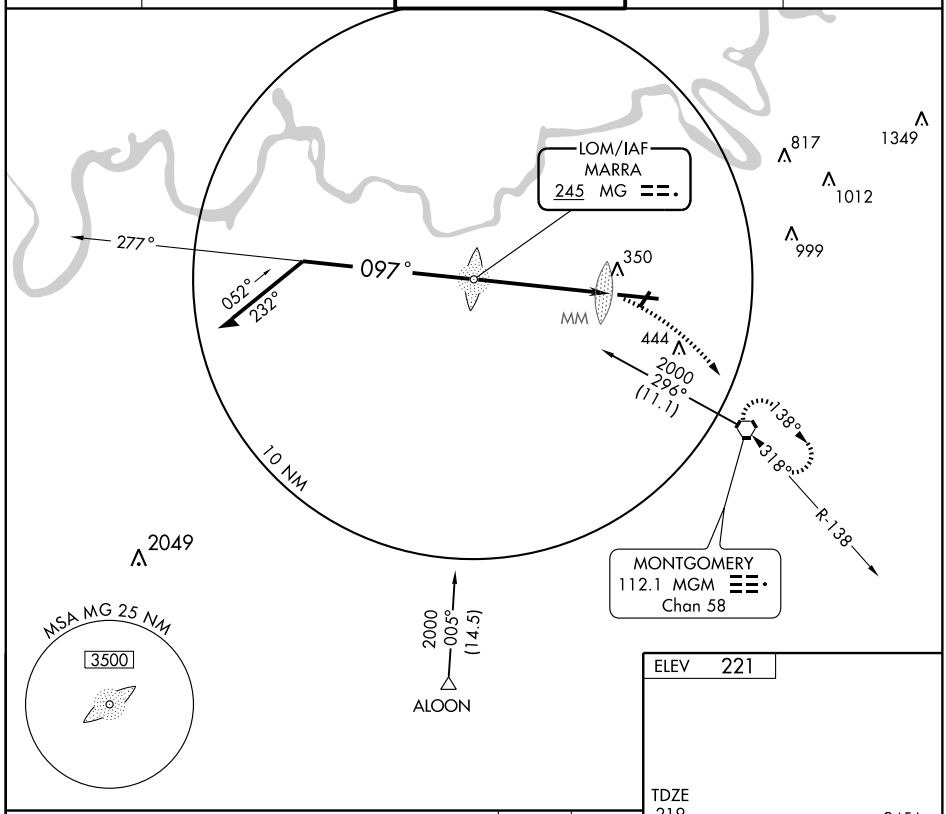
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

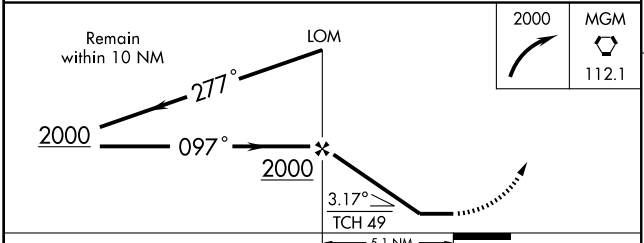
ASR

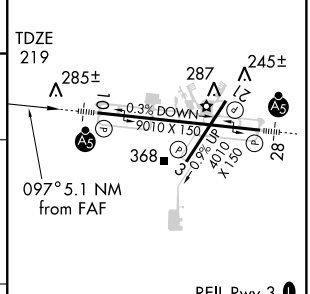
MALSR

MISSED APPROACH: Climbing right turn to 2000 direct MGM VORTAC and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) (L) 360.85	121.7 348.6	118.3 270.3







REIL Rwy 3 (L)
MIRL Rwy 3-21
HIRL Rwy 10-28

CATEGORY	A	B	C	D
S-10	700/40 481 (500-¾)			700/60 481 (500-1¼)
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	800-2 579 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4010
034°	TDZE	221
	Apt Elev	221

RNAV (GPS) RWY 3

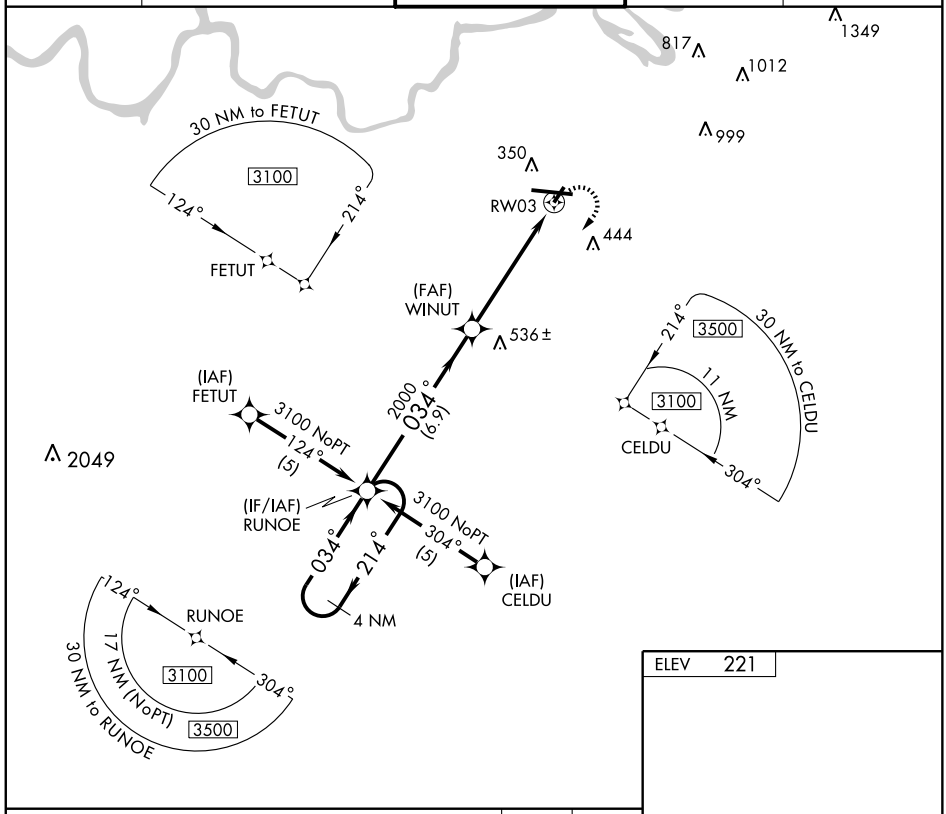
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

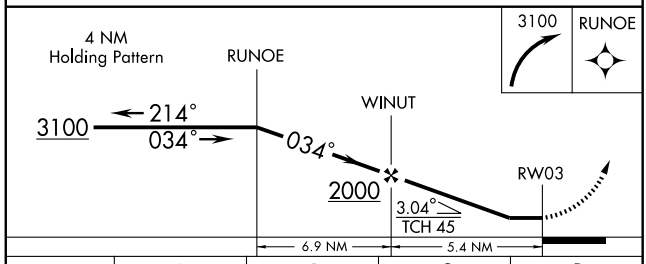
ASR

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 21.

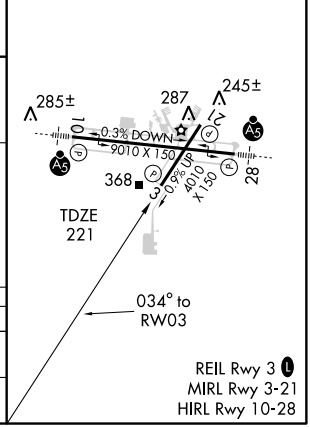
MISSED APPROACH: Climbing right turn to 3100 direct RUNOE WP and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3





CATEGORY	A	B	C	D
LNAV MDA	640-1 419 (500-1)		640-1¼ 419 (500-1¼)	
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	800-2 579 (600-2)



REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	9010
CH 50100	097°	TDZE	219
W10A		Apt Elev	221

RNAV (GPS) RWY 10

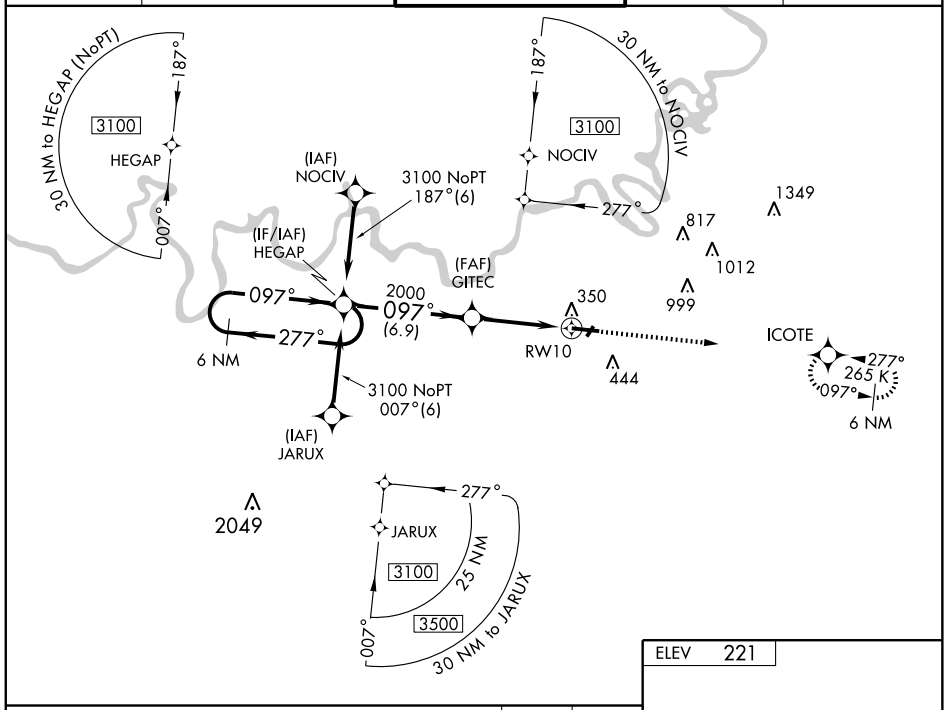
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

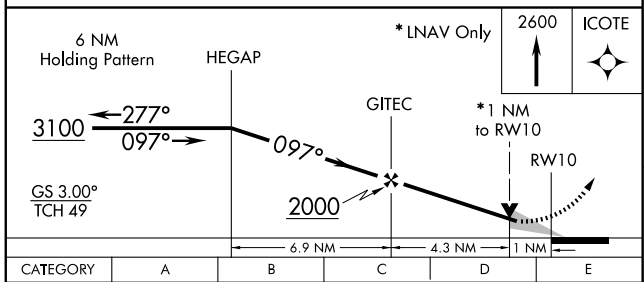
T GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F).
For inoperative MALSR, increase LPV Cat. E visibility to RVR 5000, LNAV/VNAV Cat. E and LNAV Cat. D/E visibility to 6000. Circling NA at night to Rwy 21.
ASR Circling NA for Cat. E North of Rwy 10-28.

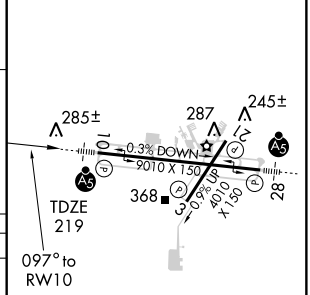
MALSR

MISSED APPROACH: Climb to 2600 direct ICOTE and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) L 360.85	121.7 348.6	118.3 270.3







CATEGORY	A	B	C	D	E
LPV DA	500/24 281 (300-½)				
LNAV/VNAV DA	600/40 381 (400-¾)				
LNAV MDA	600/24 381 (400-½)			600/50 381 (400-1)	
CIRCLING	700-1¼ 479 (500-1¼)		700-1½ 479 (500-1½)	800-2 579 (600-2)	

REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

WAAS	APP CRS	Rwy Idg	9010
CH 56200	277°	TDZE	197
W28A		Apt Elev	221

RNAV (GPS) RWY 28

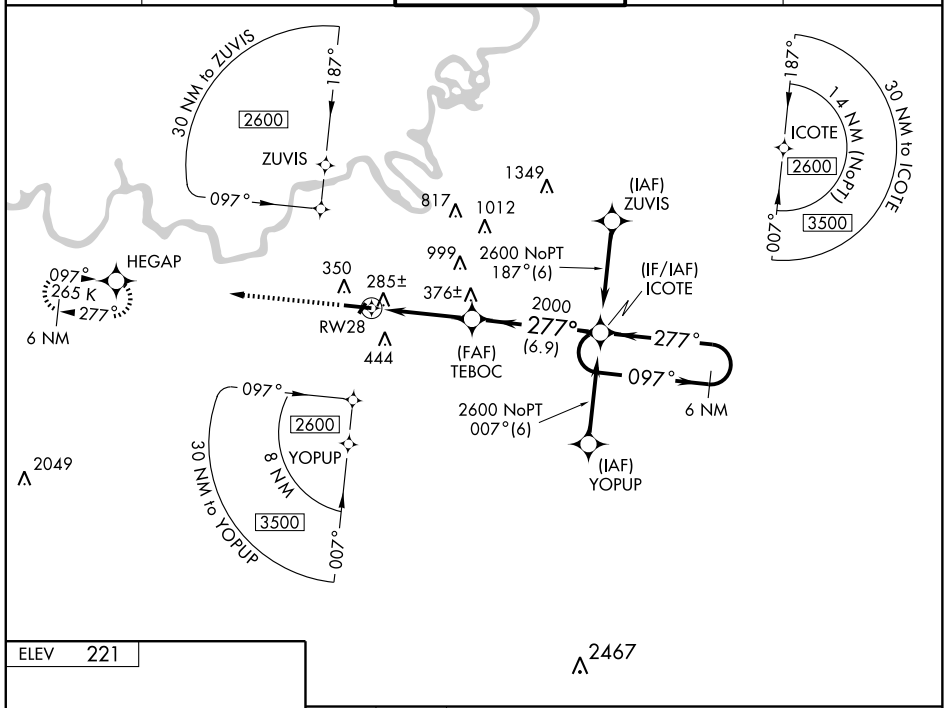
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

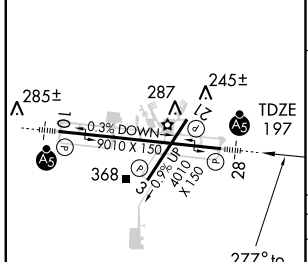
T A ASR — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F). For inoperative MALSR, increase LPV Cat. E visibility to 1 and LNAV/VNAV Cat. E and LNAV Cat. D/E visibility to 1¼ . Circling NA at night to Rwy 21. Circling NA for Cat. E North of Rwy 10-28.

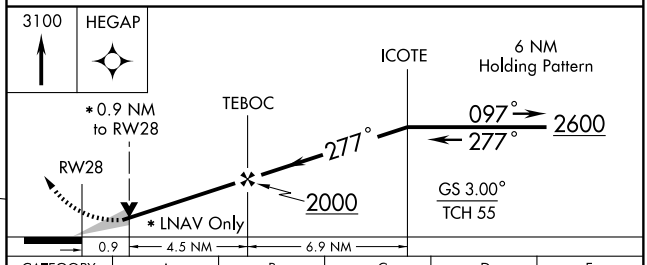
MALSR

MISSED APPROACH: Climb to 3100 direct HEGAP and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7(CTAF) L 360.85	121.7 348.6	118.3 270.3







CATEGORY	A	B	C	D	E
LPV DA	500-½ 303 (300-½)				
LNAV/ VNAV DA	560-¾ 363 (400-¾)				
LNAV MDA	580-½ 383 (400-½)			580-1 383 (400-1)	
CIRCLING	700-1¼ 479 (500-1¼)		700-1½ 479 (500-1½)	800-2 579 (600-2)	

REIL Rwy 3 L
MIRL Rwy 3-21
HIRL Rwy 10-28

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC MGM 112.1 Chan 58	APP CRS 318°	Rwy Idg N/A TDZE N/A Apt Elev 221

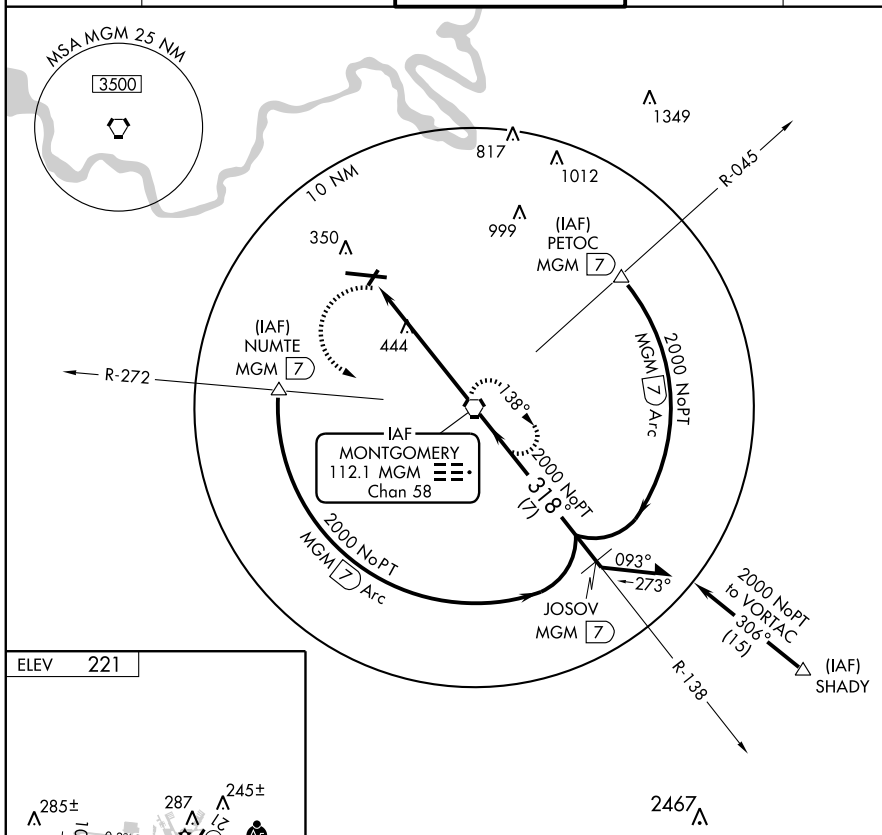
VOR-A

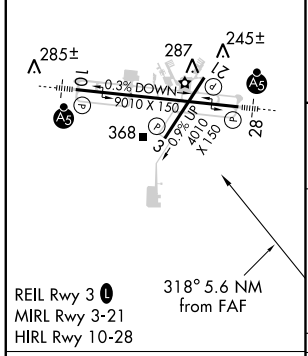
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

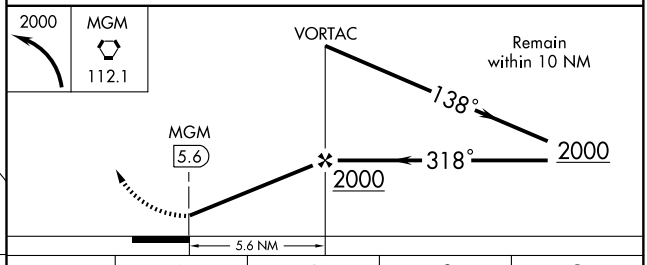
ASR

MISSED APPROACH: Climbing left turn to 2000 direct MGM VORTAC and hold.

ATIS	MONTGOMERY APP CON ★	DANNELLY TOWER ★	GND CON	CLNC DEL
120.675	121.2 380.225	119.7(CTAF)(L) 360.85	121.7 348.6	118.3 270.3



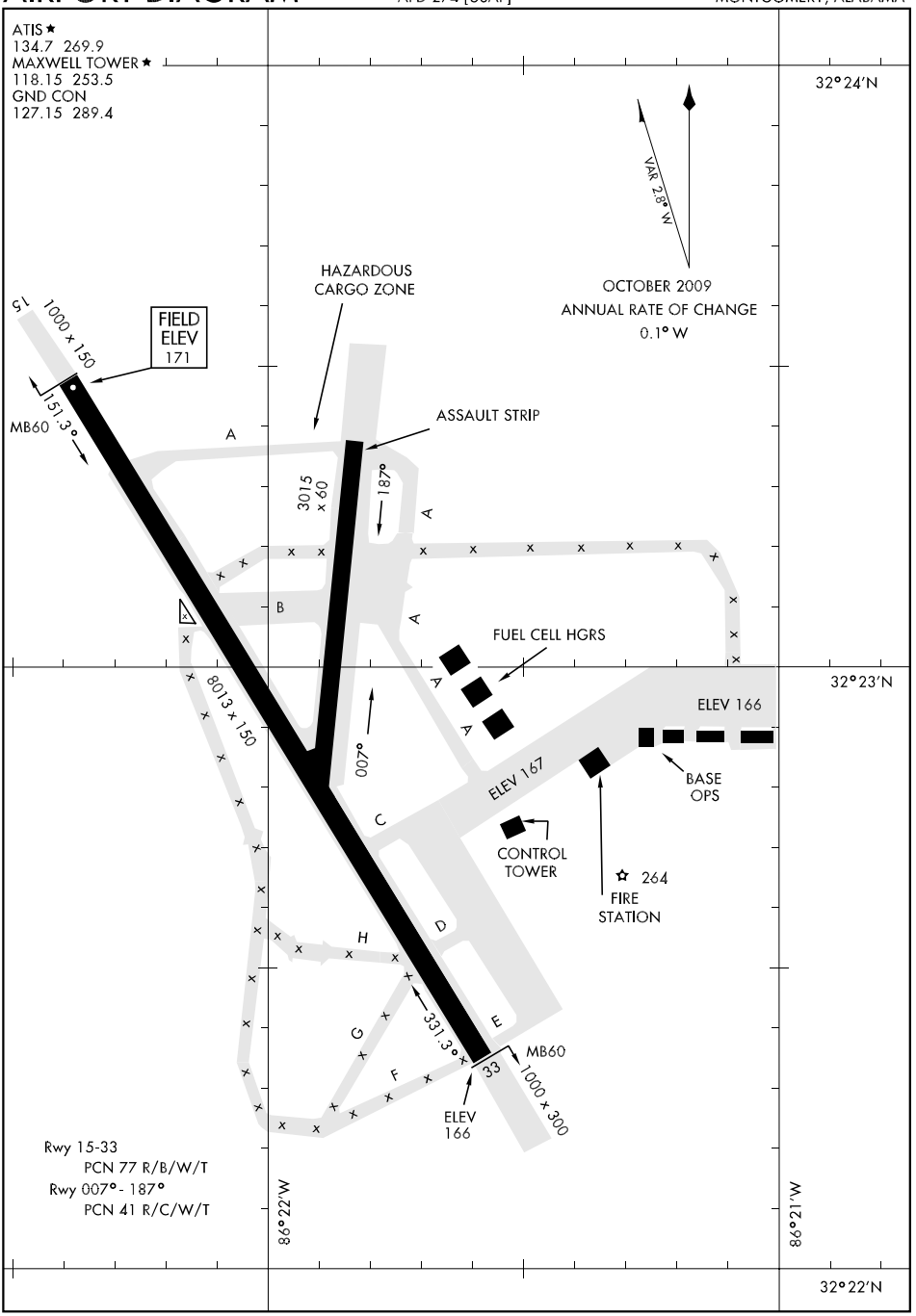




FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
CIRCLING	760-1 539 (600-1)		760-1½ 539 (600-1½)	800-2 579 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010


ATIS ★
134.7 269.9
MAXWELL TOWER ★
118.15 253.5
GND CON
127.15 289.4
32°24'N
VAR 2.8° W
OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W
HAZARDOUS
CARGO ZONE
FIELD
ELEV
171
1000 x 150
151.3°
MB60
ASSAULT STRIP
3015
x 60
187°
A
B
C
D
E
F
G
H
FUEL CELL HGRS
8013 x 150
007°
ELEV 167
ELEV 166
BASE
OPS
CONTROL
TOWER
264
FIRE
STATION
331.3°
MB60
33
1000 x 300
ELEV
166
32°23'N
32°22'N
86°22'W
86°21'W
Rwy 15-33
PCN 77 R/B/W/T
Rwy 007°- 187°
PCN 41 R/C/W/T

ILS or LOC/DME RWY 15

MAXWELL AFB (KMXF)

LOC I-MXF	APCH CRS	Rwy ldg 8013 TDZE 171 Arpt Elev 171
109.3	150°	AL-274 [USAF]

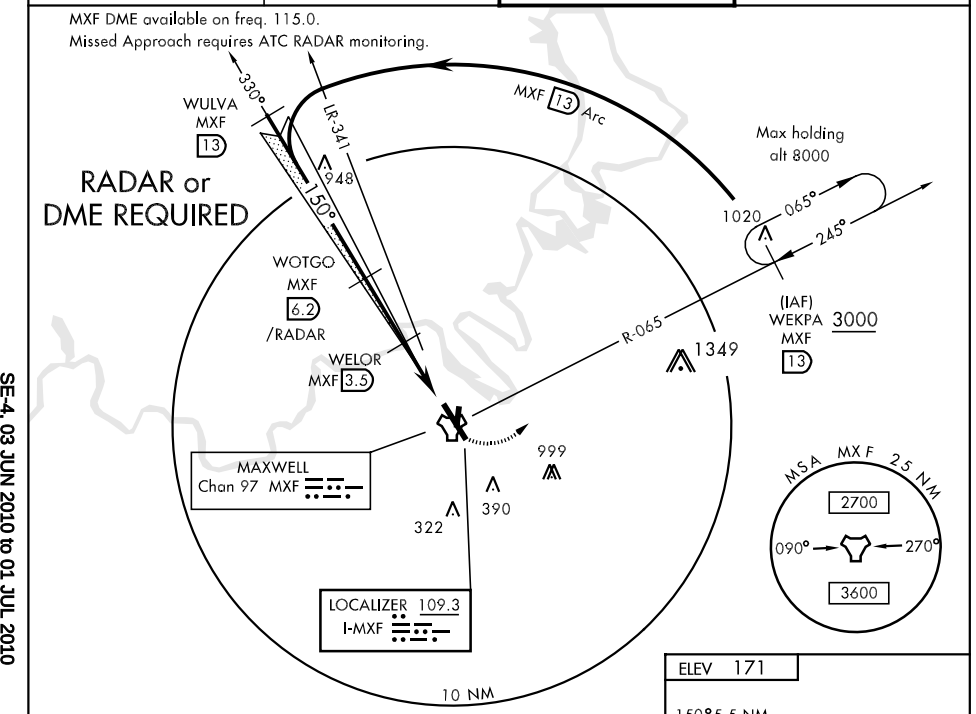
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
*** Circling not authorized E of Rwy 15-33.

ALSF-1 (A1)

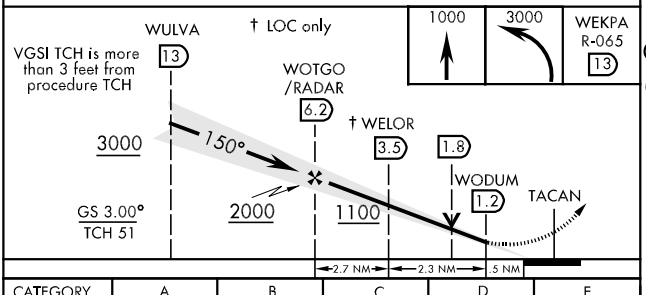
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.

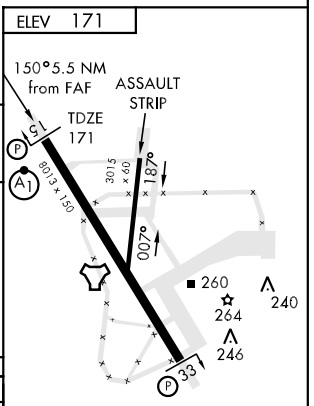
ATIS ★	MONTGOMERY APP CON	MAXWELL TOWER ★	GND CON
134.7 269.9	121.2 380.225	118.15 253.5	127.15 289.4

MXF DME available on freq. 115.0.
Missed Approach requires ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5100





CATEGORY	A	B	C	D	E
S-ILS 15 *	371/24 200 (200-½)				
S-LOC 15**	560/24 389 (400-½)		560/40 389 (400-¾)		
CIRCLING***	680-1 509 (600-1)		680-1½ 509 (600-1½)	740-2 569 (600-2)	N/A

HIRL Rwy 15-33

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

TACAN RWY 15

MAXWELL AFB (KMXF)

TACAN MXF Chan 97	APCH CRS 158°	Rwy ldg 8013 TDZE 171 Arpt Elev 171

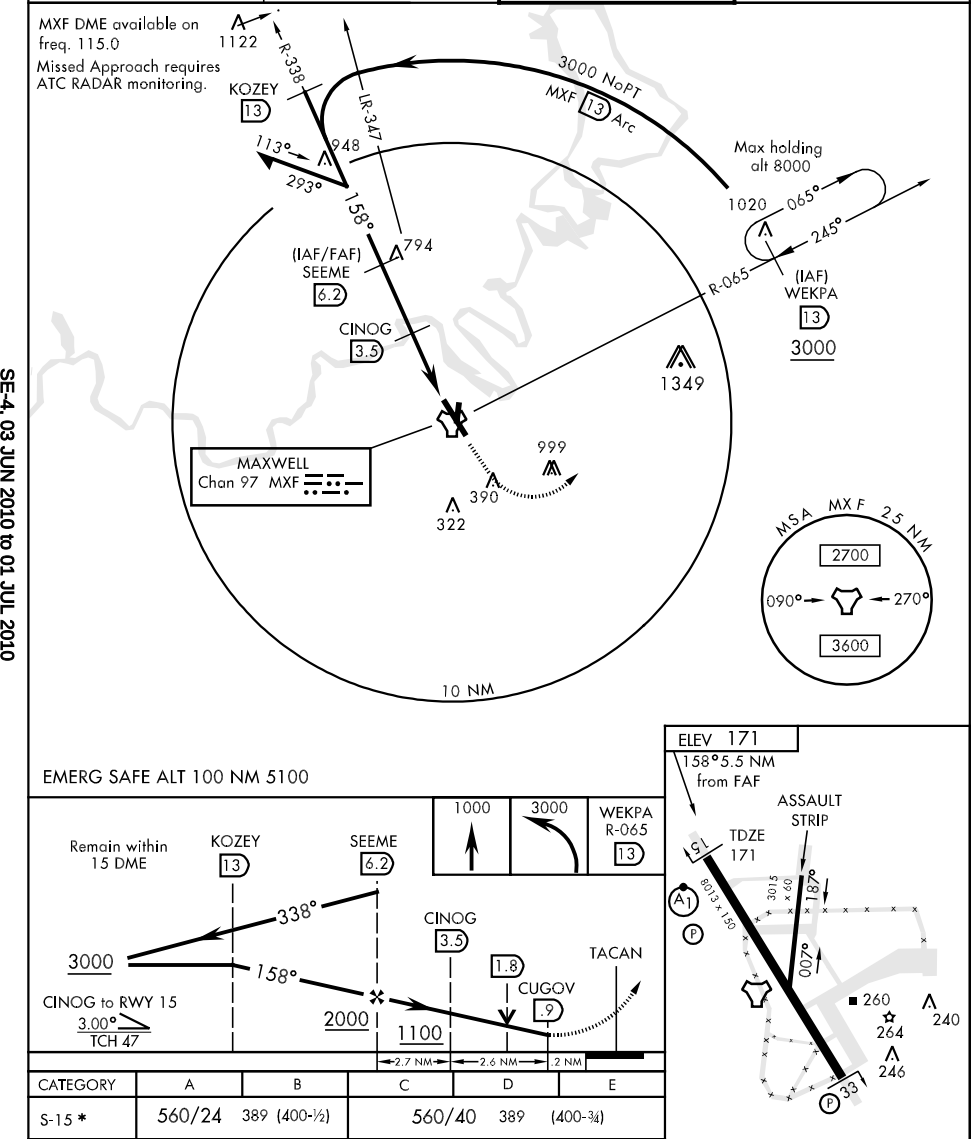
AL-274 [USAF]

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized E of Rwy 15-33

ALSF-1

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.

ATIS ★	MONTGOMERY APP CON	MAXWELL TOWER ★	GND CON
134.7 269.9	121.2 380.225	118.15 253.5	127.15 289.4



CATEGORY	A	B	C	D	E
S-15 *	560/24	389 (400-½)	560/40	389 (400-¾)	
CIRCLING**	680-1	509 (600-1)	680-1½ 509 (600-1½)	740-2 569 (600-2)	N/A

TACAN RWY 33

MAXWELL AFB (KMXF)

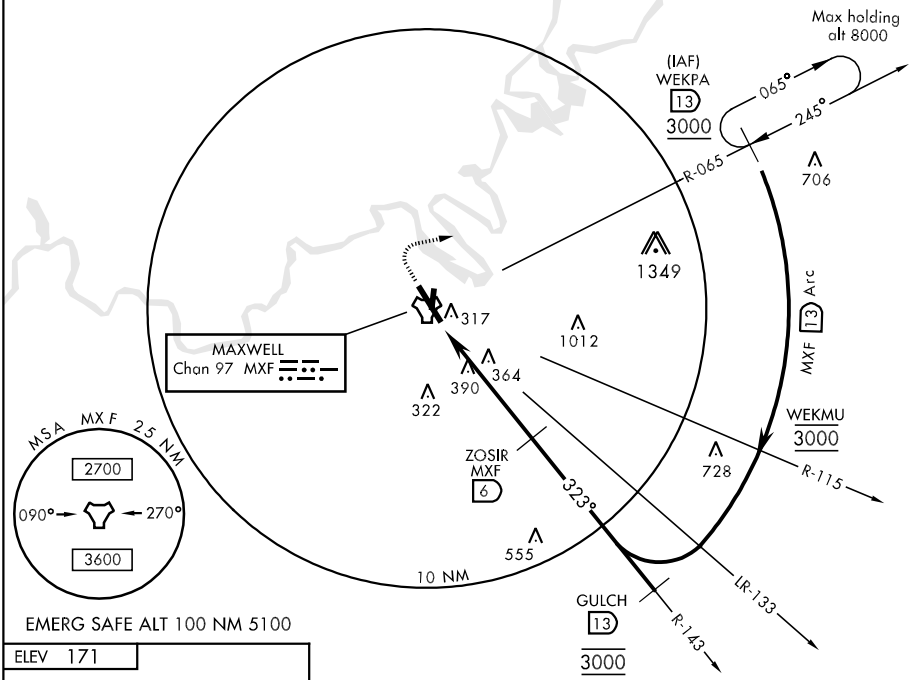
TACAN MXF Chan 97	APCH CRS 323°	Rwy ldg 8013 TDZE 166 Arpt Elev 171	AL-274 [USAF]

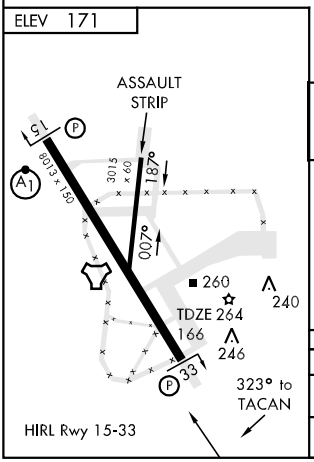
* Circling not authorized E of Rwy 15-33.

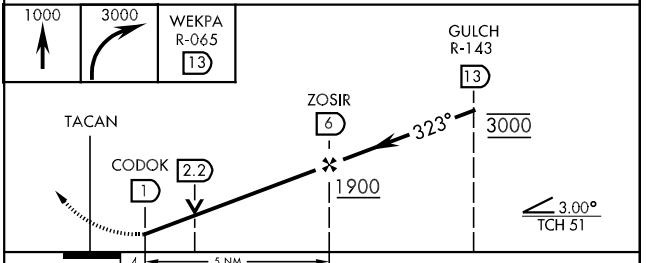
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct WEKPA and hold.

ATIS ★	MONTGOMERY APP CON	MAXWELL TOWER ★	GND CON
134.7 269.9	121.2 380.225	118.15 253.5	127.15 289.4

MXF DME available on freq. 115.0.
Missed Approach requires ATC RADAR monitoring.







CATEGORY	A	B	C	D	E
S-33	740-1	574 (600-1)	740-1½ 574 (600-1½)	740-1¾ 574 (600-1¾)	740-2 574 (600-2)
CIRCLING *	740-1	569 (600-1)	740-1½ 569 (600-1½)	740-2 569 (600-2)	N/A

LOC I-MSL	APP CRS	Rwy Idg	6694
109.7	294°	TDZE	550
		Apt Elev	550

ILS or LOC RWY 29

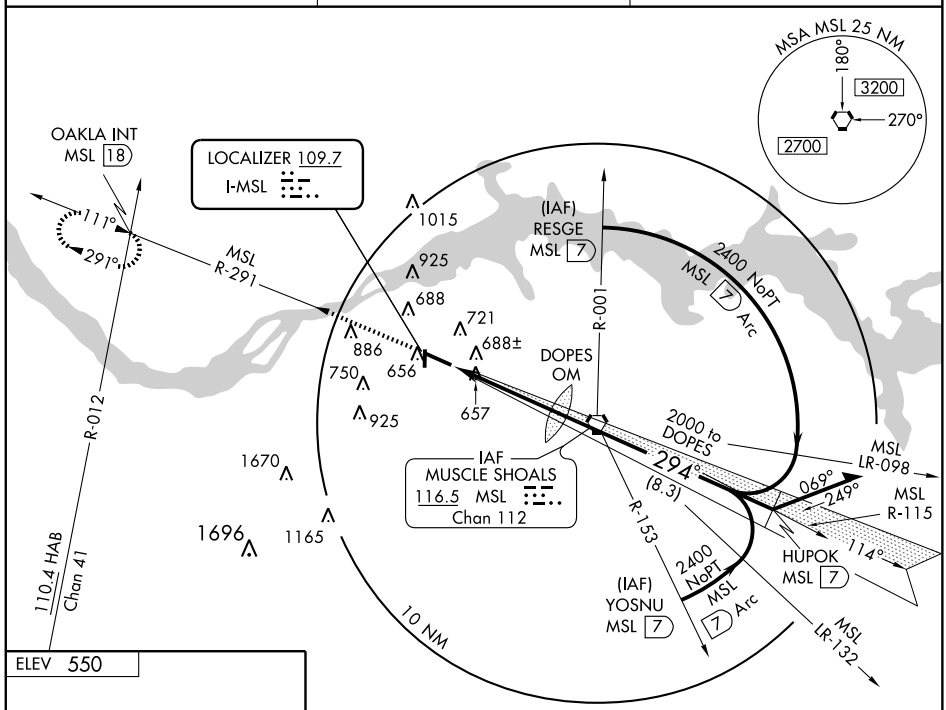
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

T A NA — Circling NA at night to Rwy 18.

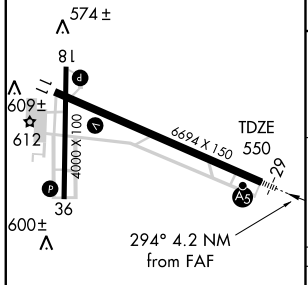
MALSR A5

MISSED APPROACH: Climb to 3000 via MSL R-291 to OAKLA Int and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L

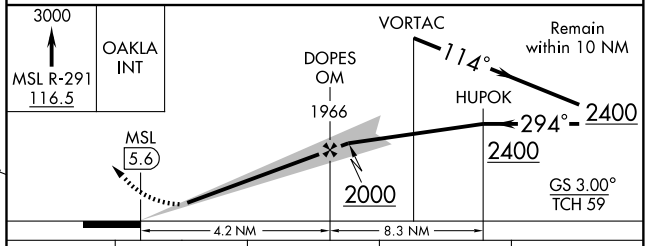


SE-4, 03 JUN 2010 to 01 JUL 2010



REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 29	750-½ 200 (200-½)			
S-LOC 29	960-½ 410 (500-½)		960-¾ 410 (500-¾)	
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

APP CRS	Rwy Idg	6694
114°	TDZE	544
	Apt Elev	550

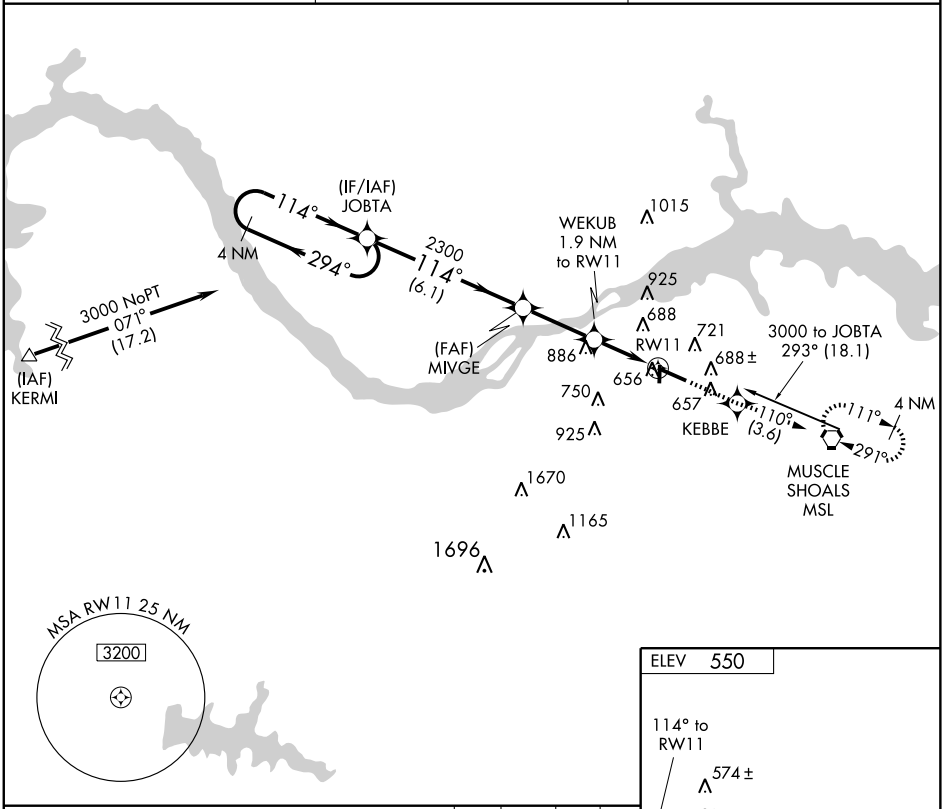
RNAV (GPS) RWY 11

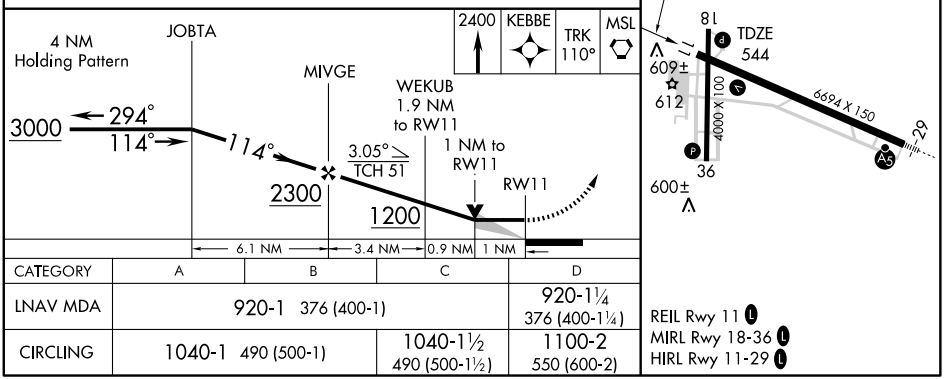
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 18.

MISSED APPROACH: Climb to 2400 direct KEBBE WP and via 110° track to MSL VORTAC and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	920-1 376 (400-1)			920-1¼ 376 (400-1¼)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
181°	TDZE	547
	Apt Elev	550

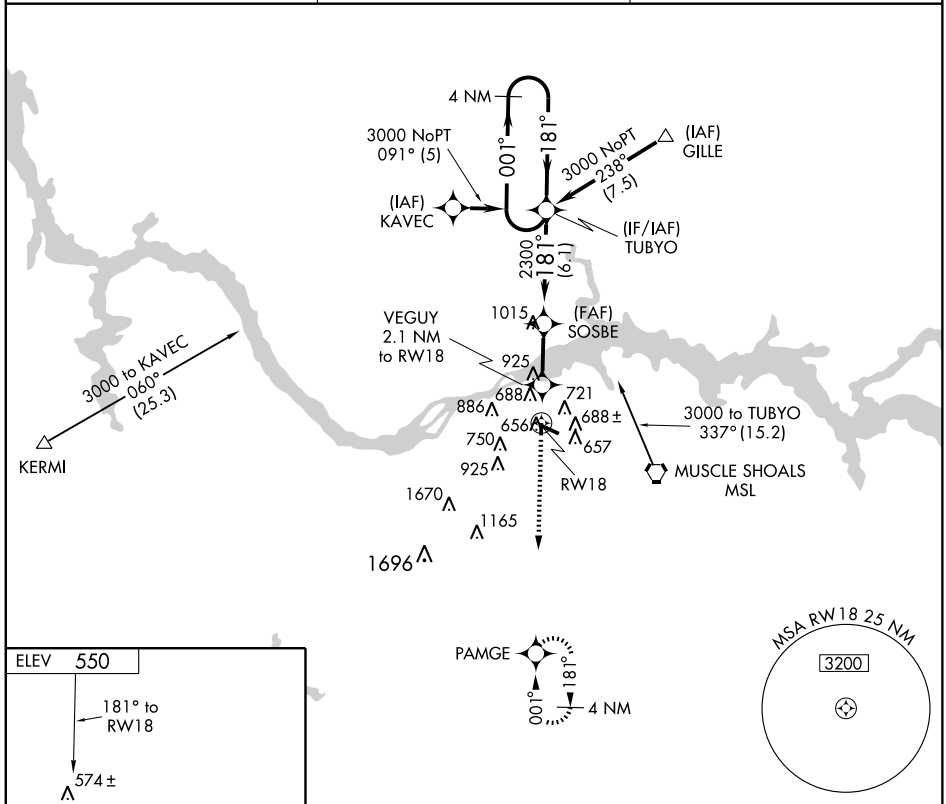
RNAV (GPS) RWY 18

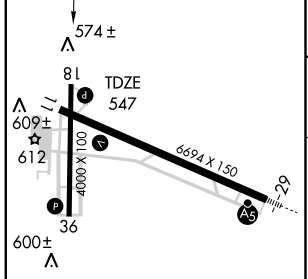
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

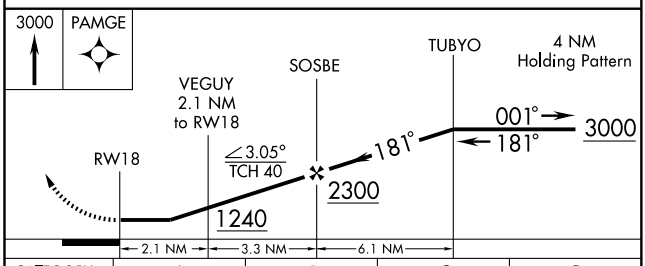
MISSED APPROACH: Climb to 3000 direct PAMGE WP and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L





REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	940-1 393 (400-1)			940-1¼ 393 (400-1¼)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6694
CH 40000	294°	TDZE	550
W29A		Apt Elev	550

RNAV (GPS) RWY 29

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

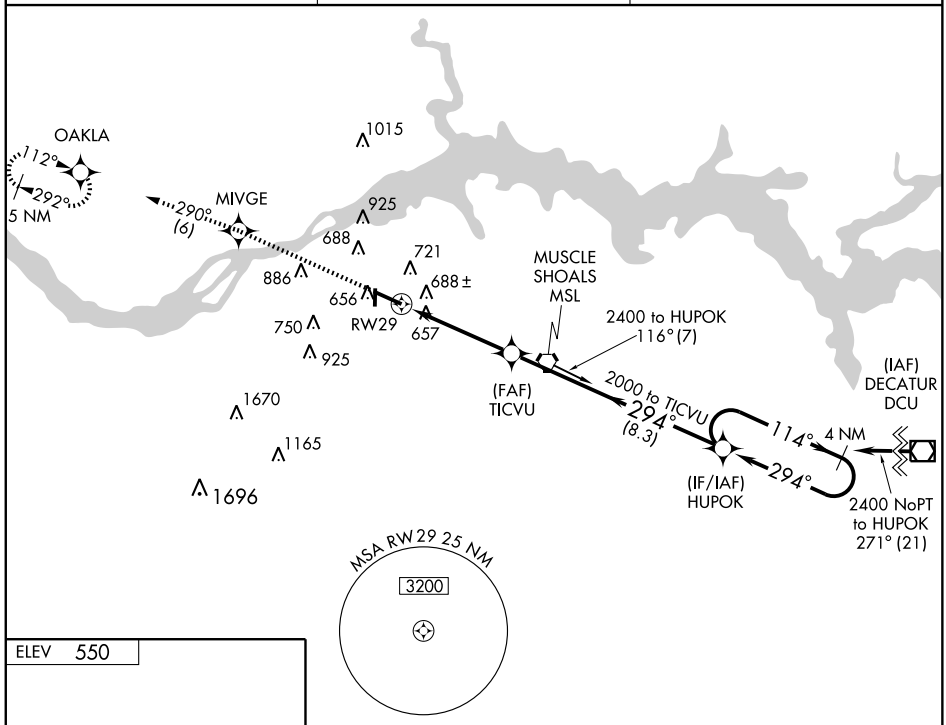
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling NA at night to Rwy 18. For inoperative MALSR, increase LNAV Cat D visibility to 1¼.

NA

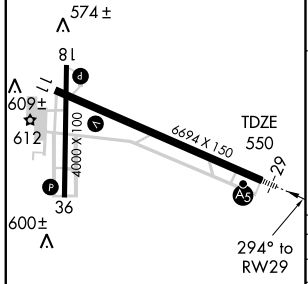
MALSR

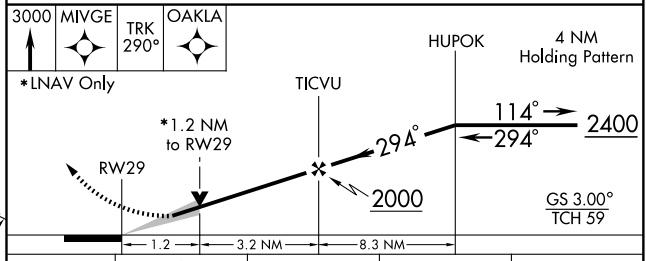
MISSED APPROACH: Climb to 3000 direct MIVGE and via 290° track to OAKLA and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L



ELEV 550





CATEGORY	A	B	C	D
LPV DA	800-½ 250 (300-½)			
LNAV/VNAV DA	980-1 430 (500-1)			
LNAV MDA	980-½ 430 (500-½)		980-¾ 430 (500-¾)	980-1 430 (500-1)
CIRCLING	1040-1½ 490 (500-1½)			1100-2 550 (600-2)

REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
001°	TDZE	547
	Apt Elev	550

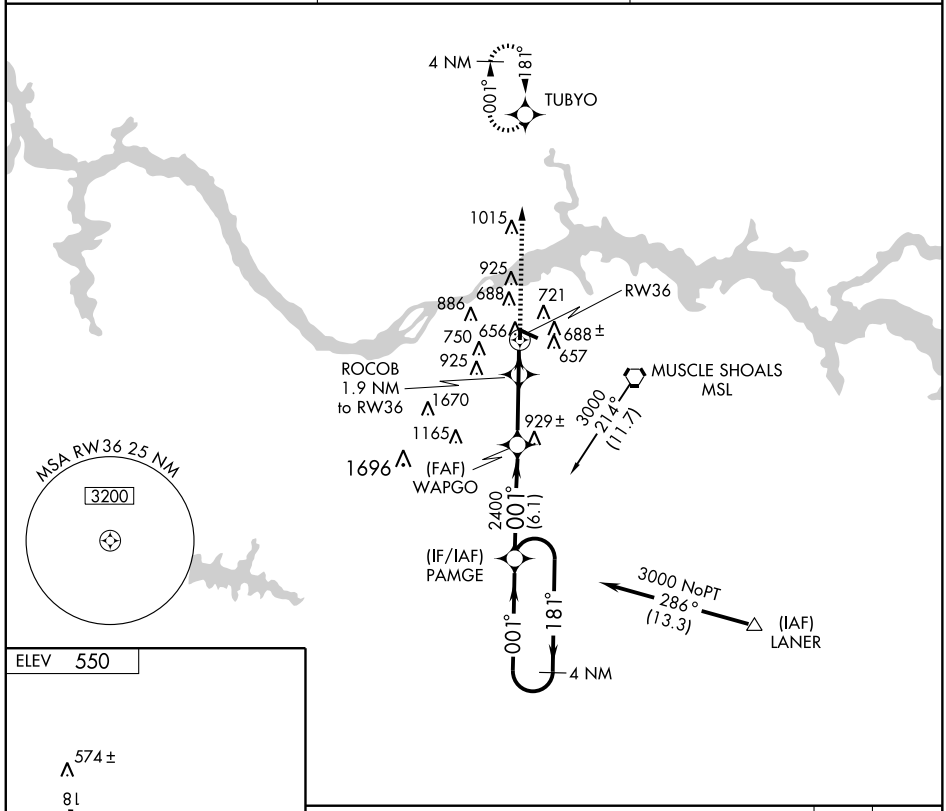
RNAV (GPS) RWY 36

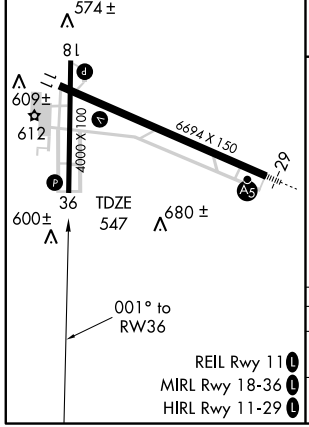
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

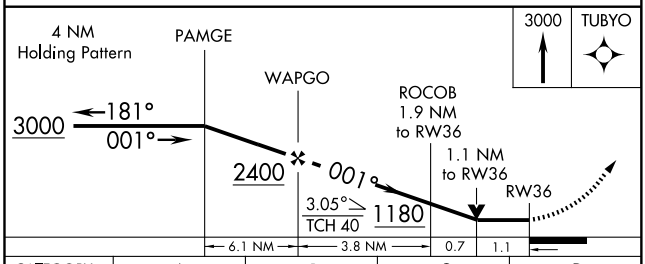
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 18.

MISSED APPROACH: Climb to 3000 direct TUBYO WP and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 393 (400-1)			940-1¼ 393 (400-1¼)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC MSL	APP CRS		
116.5	111°	Rwy Idg	6694
Chan 112		TDZE	544
		Apt Elev	550

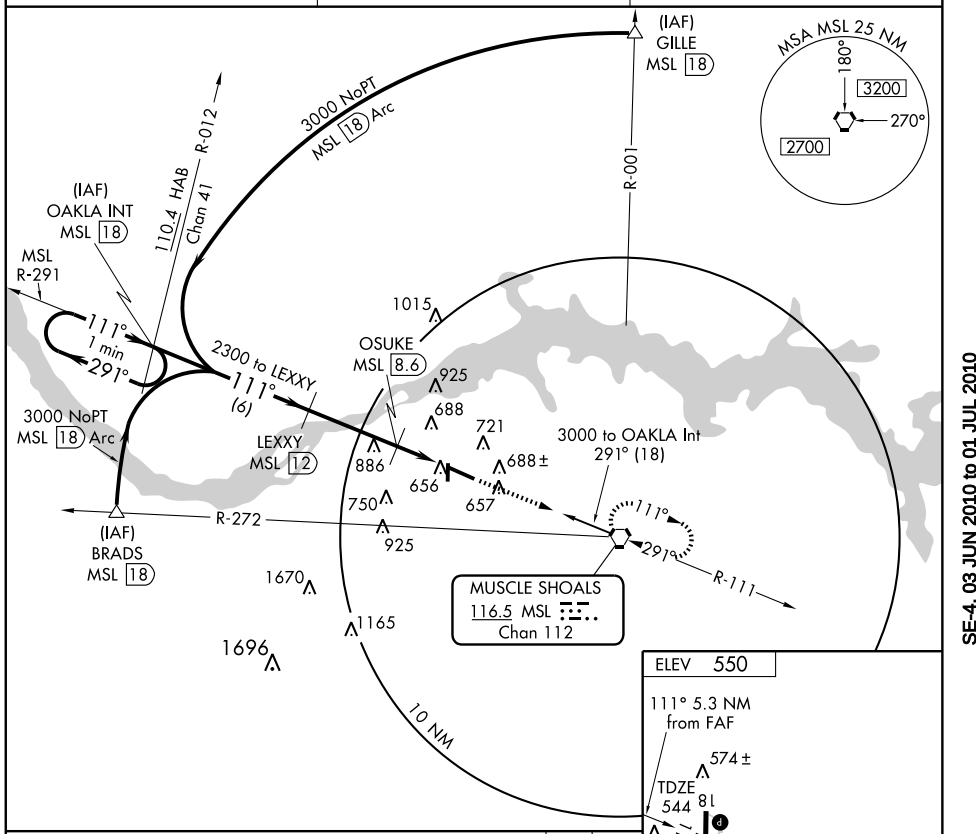
VOR/DME RWY 11

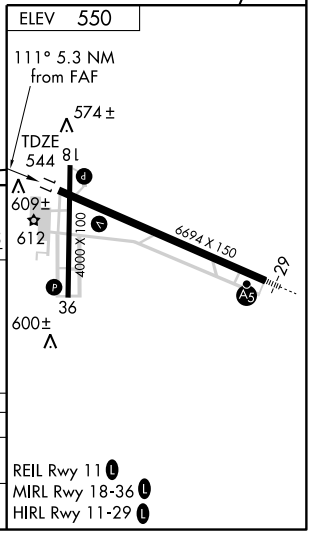
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

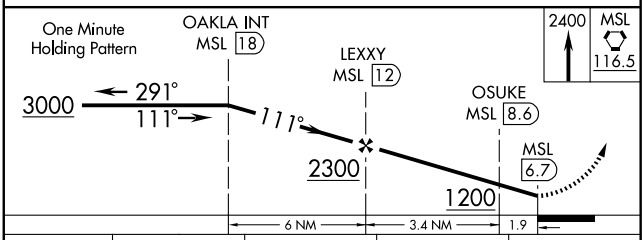
V
A NA — Circling NA at night to Rwy 18.

MISSED APPROACH: Climb to 2400 direct MSL VORTAC and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-11	940-1 396 (400-1)			940-1¼ 396 (400-1¼)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC MSL	APP CRS		
116.5	291°	Rwy Idg	6694
Chan 112		TDZE	550
		Apt Elev	550

VOR RWY 29

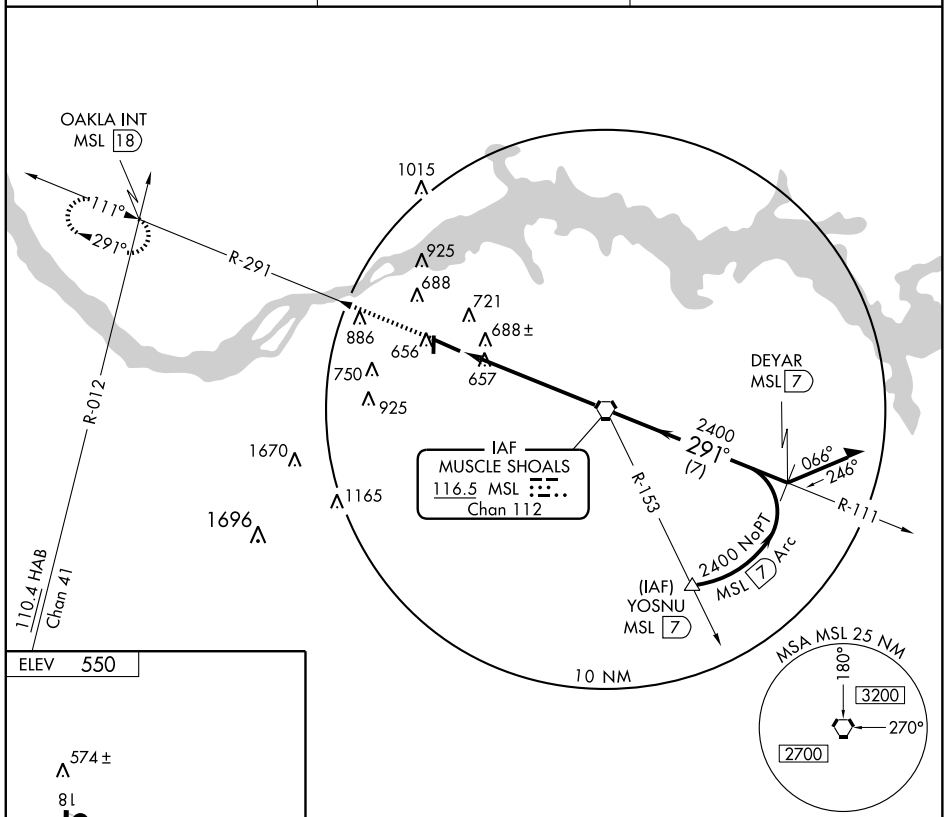
MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

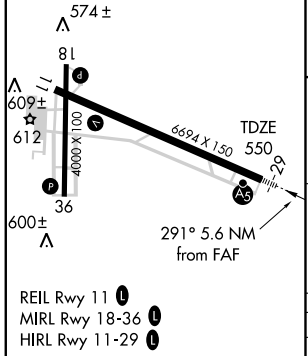
For inoperative MALSR, increase S-29 Cat. D visibility to 1¼.
NA Circling NA at night to Rwy 18.

MALSR

MISSED APPROACH: Climb to 3000 via MSL R-291 to OAKLA Int/MSL 18 DME and hold.

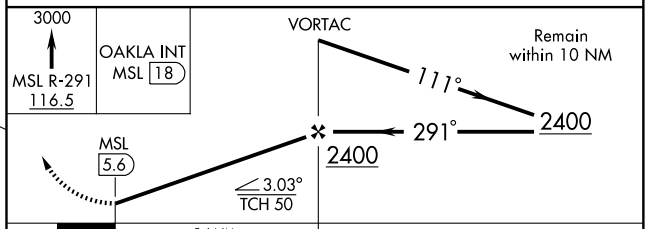
ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	123.05 (CTAF) L





REIL Rwy 11 L
MIRL Rwy 18-36 L
HIRL Rwy 11-29 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-29	960-½ 410 (500-½)		960-¾ 410 (500-¾)	960-1 410 (500-1)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5152
303°	TDZE	353
	Apt Elev	356

GPS RWY 30

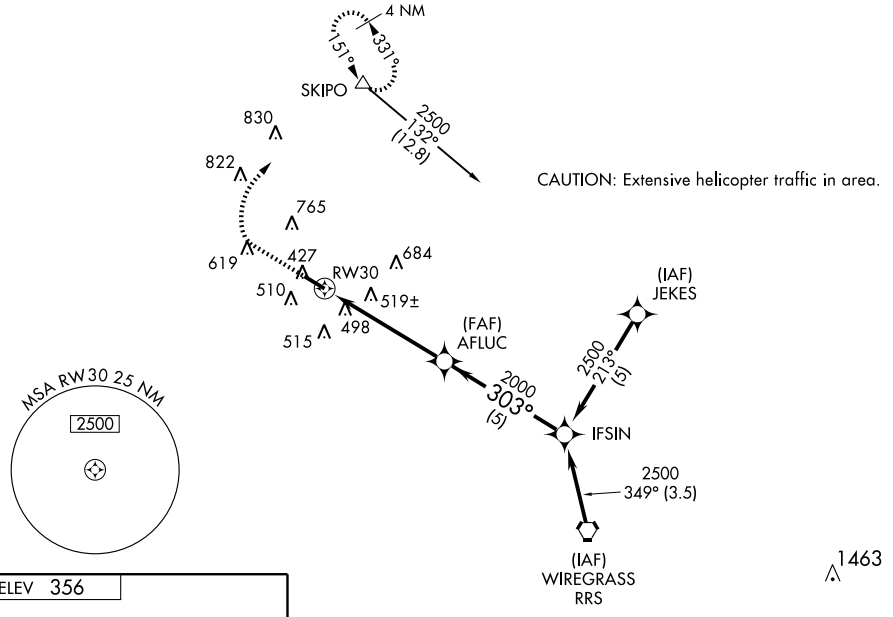
OZARK / BLACKWELL FIELD (71J)

T
NA Use Cairns AAF (Fort Rucker) altimeter setting.

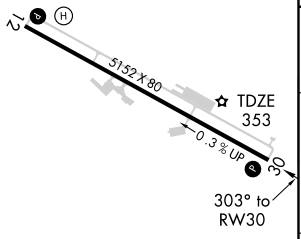
MISSED APPROACH: Climb to 1400 then climbing right turn to 2000 direct SKIPO WP and hold.

CAIRNS APP CON ★
125.4 327.125

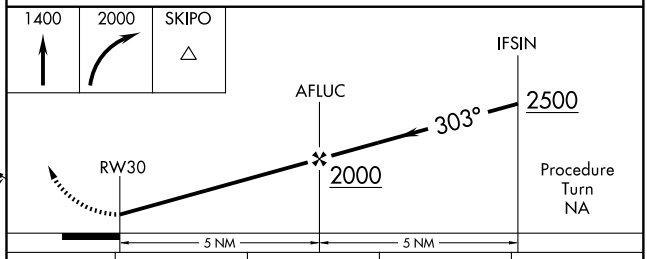
UNICOM
122.7 (CTAF) L



ELEV 356



REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
S-30	820-1 467 (500-1)		820-1¼ 467 (500-1¼)	NA
CIRCLING	940-1 584 (600-1)		960-1¾ 604 (700-1¾)	NA

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC RRS	APP CRS	Rwy Idg	5152
111.6	311°	TDZE	354
Chan 53		Apt Elev	356

VOR RWY 30

OZARK / BLACKWELL FIELD (71J)

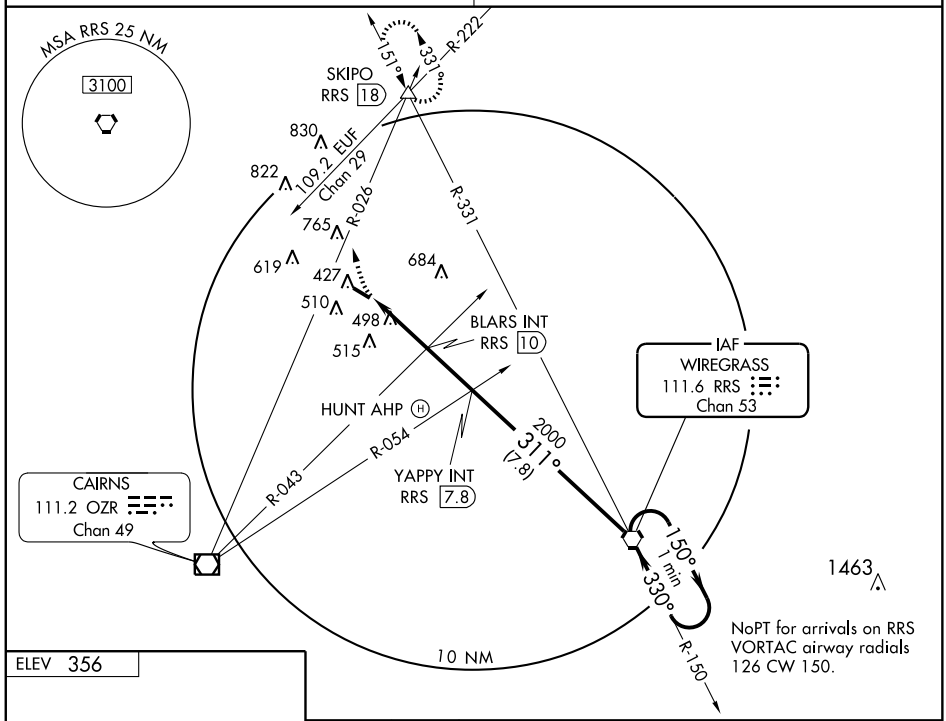
T
NA

Use Cairns altimeter setting.
CAUTION: Extensive helicopter traffic in area.

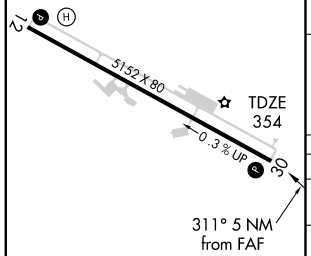
MISSED APPROACH: Climbing right turn to 2000 via OZR R-021 to SKIPO Int and hold.

CAIRNS APP CON ★
125.4 327.125

UNICOM
122.7 (CTAF) L

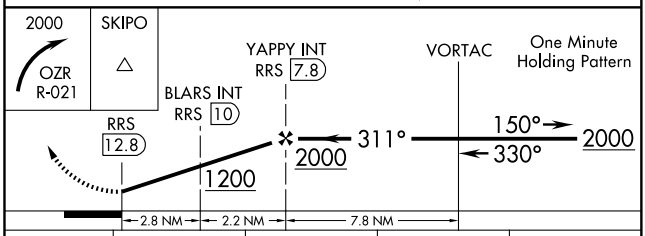


ELEV 356



REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-30	1200-1 846 (900-1)	1200-1¼ 846 (900-1¼)	1200-2½ 846 (900-2½)	NA
CIRCLING	1200-1 846 (900-1)	1200-1¼ 846 (900-1¼)	1200-2½ 846 (900-2½)	NA
BLARS FIX MINIMA				
S-30	800-1 446 (500-1)		800-1¼ 446 (500-1¼)	NA
CIRCLING	880-1 526 (600-1)		920-1½ 566 (600-1½)	NA

SE-4, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 3

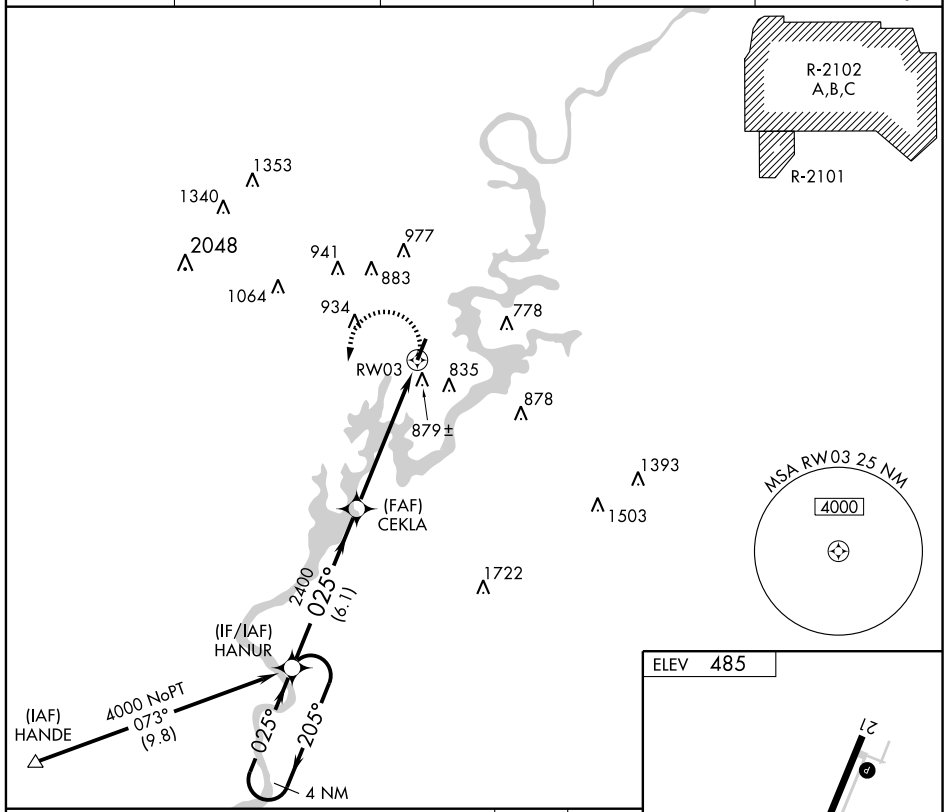
PELL CITY/ST CLAIR COUNTY (PLR)

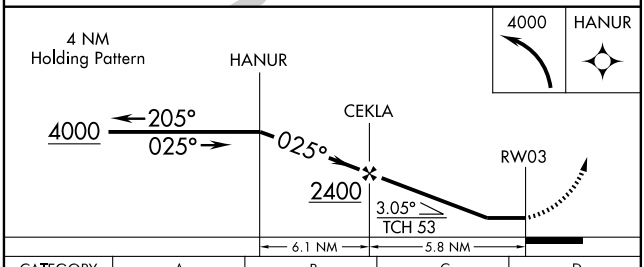
APP CRS	Rwy ldg	4951
025°	TDZE	483
	Apt Elev	485

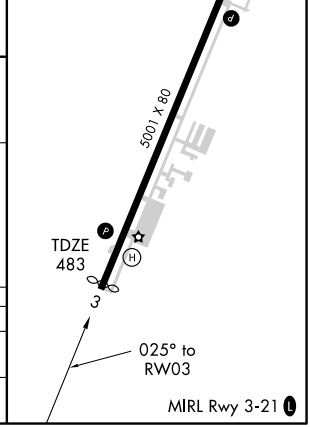
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 80 feet. Increase LNAV Cat C/D and Circling Cats B/C/D, visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

AWOS-3	TALLADEGA AWOS-3	BIRMINGHAM APP CON	GCO	UNICOM
119.625	118.425	123.8 381.5	121.725	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1140-1	657 (700-1)	1140-1¾ 657 (700-1¾)	1140-2 657 (700-2)
CIRCLING	1180-1	695 (700-1)	1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5001
CH 78304	205°	TDZE	485
W21A		Apt Elev	485

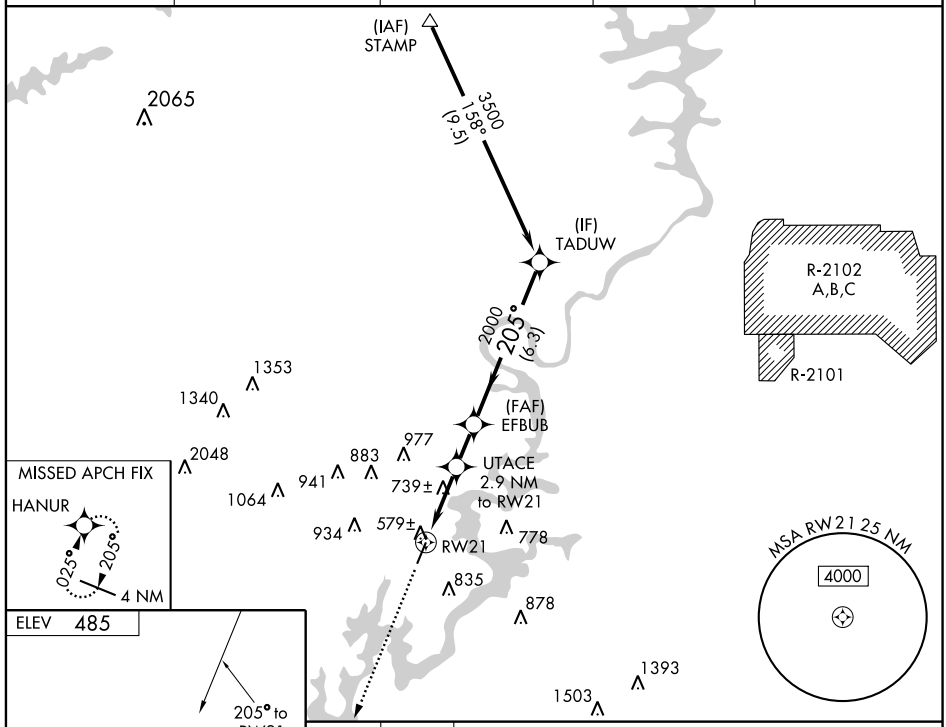
RNAV (GPS) RWY 21

PELL CITY/ST CLAIR COUNTY (PLR)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV and LNAV/VNAV DA 64 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, and Circling Cats B/C/D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

MISSED APPROACH: Climb to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

AWOS-3	TALLADEGA AWOS-3	BIRMINGHAM APP CON	GCO	UNICOM
119.625	118.425	123.8 381.5	121.725	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	787-1 302 (400-1)			
LNAV/VNAV DA	945-1½ 460 (500-1½)			
LNAV MDA	1000-1 515 (600-1)		1000-1½ 515 (600-1½)	1000-1¾ 515 (600-1¾)
CIRCLING	1180-1 695 (700-1)		1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)

SE-4, 03 JUN 2010 to 01 JUL 2010

VOR/DME TDG	APP CRS	Rwy Idg	N/A
108.8 Chan 25	263°	TDZE	N/A
		Apt Elev	485

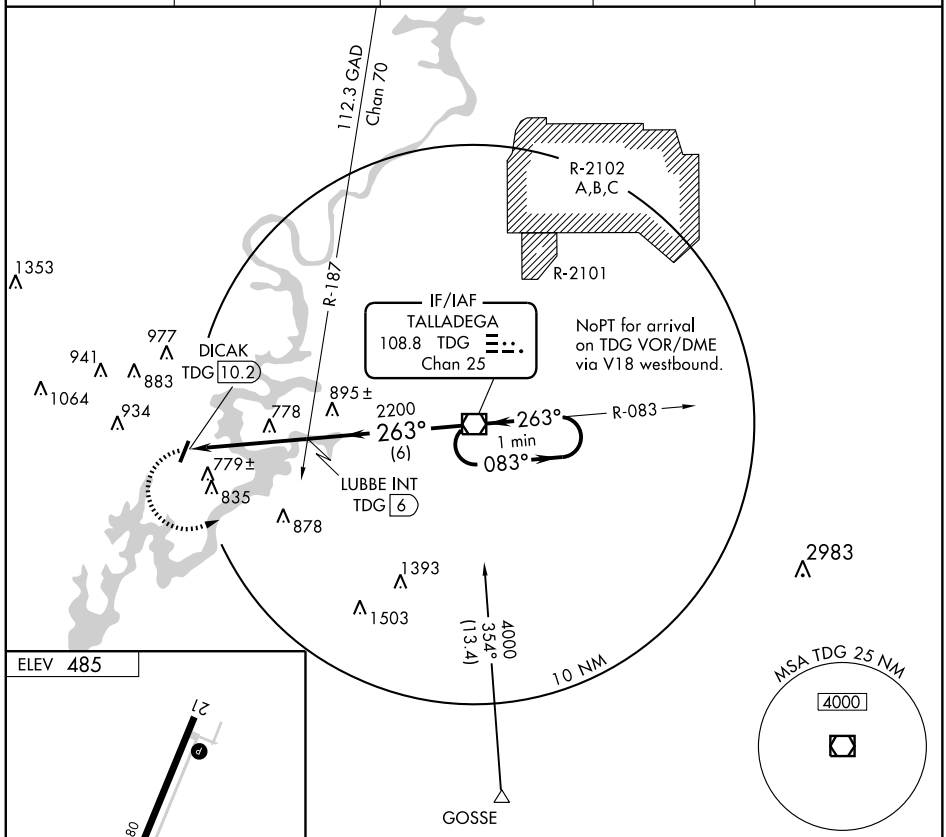
VOR-A

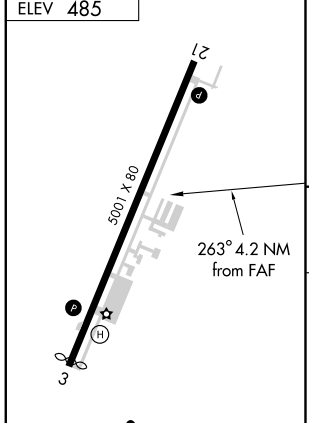
PELL CITY/ ST CLAIR COUNTY (PLR)

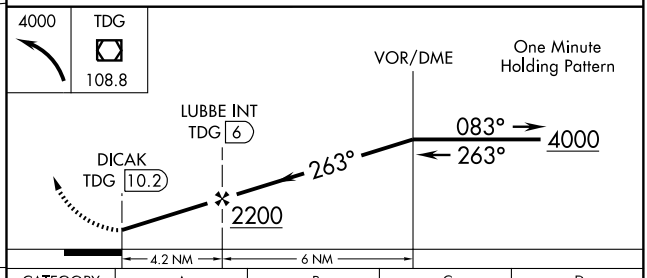
NA When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 80 feet, and Circling Cats B/C/D visibility ¼ mile. Dual VOR or DME Required.

MISSED APPROACH: Climbing left turn to 4000 direct TDG VOR/DME and hold, continue climb-in-hold to 4000.

AWOS-3	TALLADEGA AWOS-3	BIRMINGHAM APP CON	GCO	UNICOM
119.625	118.425	123.8 381.5	121.725	123.05 (CTAF) L







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	1180-1 695 (700-1)		1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5400
089°	TDZE	225
	Apt Elev	225

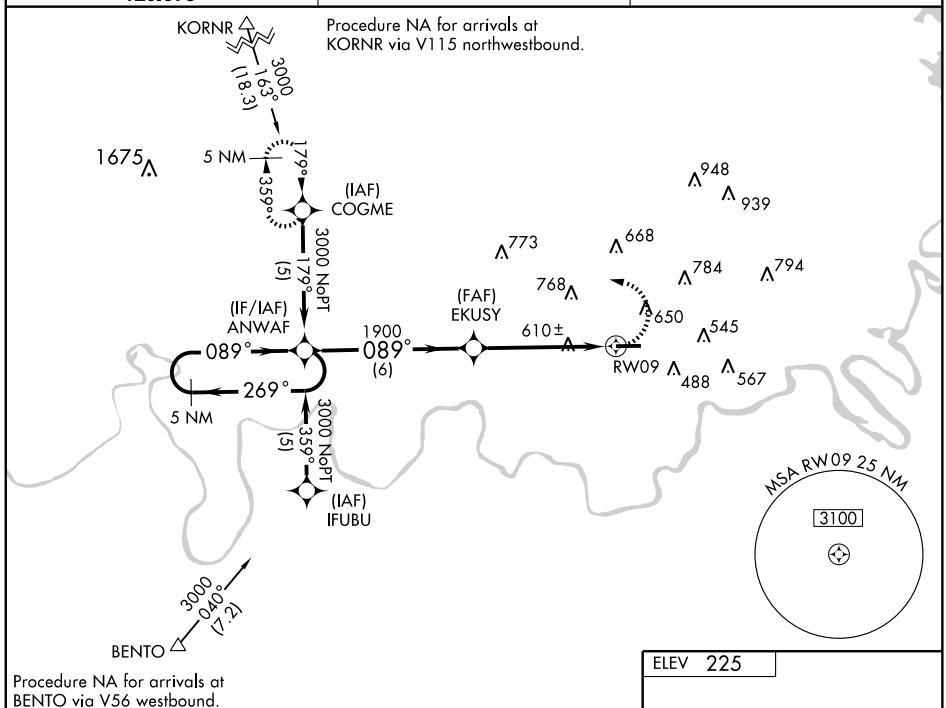
RNAV (GPS) RWY 9

PRATTVILLE-GROUBY FIELD (1A9)

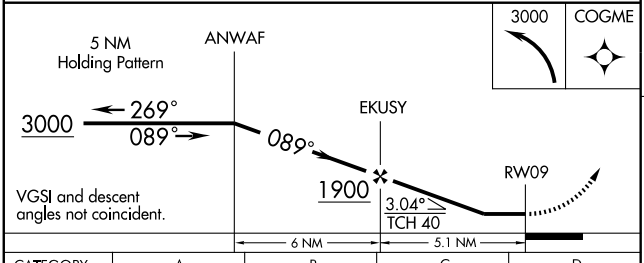
Use Montgomery altimeter setting.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

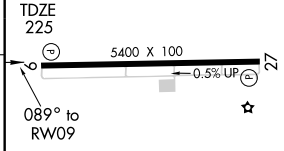
MISSED APPROACH: Climbing left turn to 3000 direct COGME and hold.

MONTGOMERY ASOS	MONTGOMERY APP CON ★	UNICOM
120.675	121.2 380.225	122.8 (CTAF) L



ELEV 225





CATEGORY	A	B	C	D
LNAV MDA	900-1	675 (700-1)	900-2 675 (700-1)	NA
CIRCLING	1060-1 835 (900-1)	1060-1¼ 835 (900-1¼)	1060-2½ 835 (900-2½)	NA

MIRL Rwy 9-27 L

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC MGM 112.1 Chan 58	APP CRS 140°	Rwy Idg N/A TDZE N/A Apt Elev 225

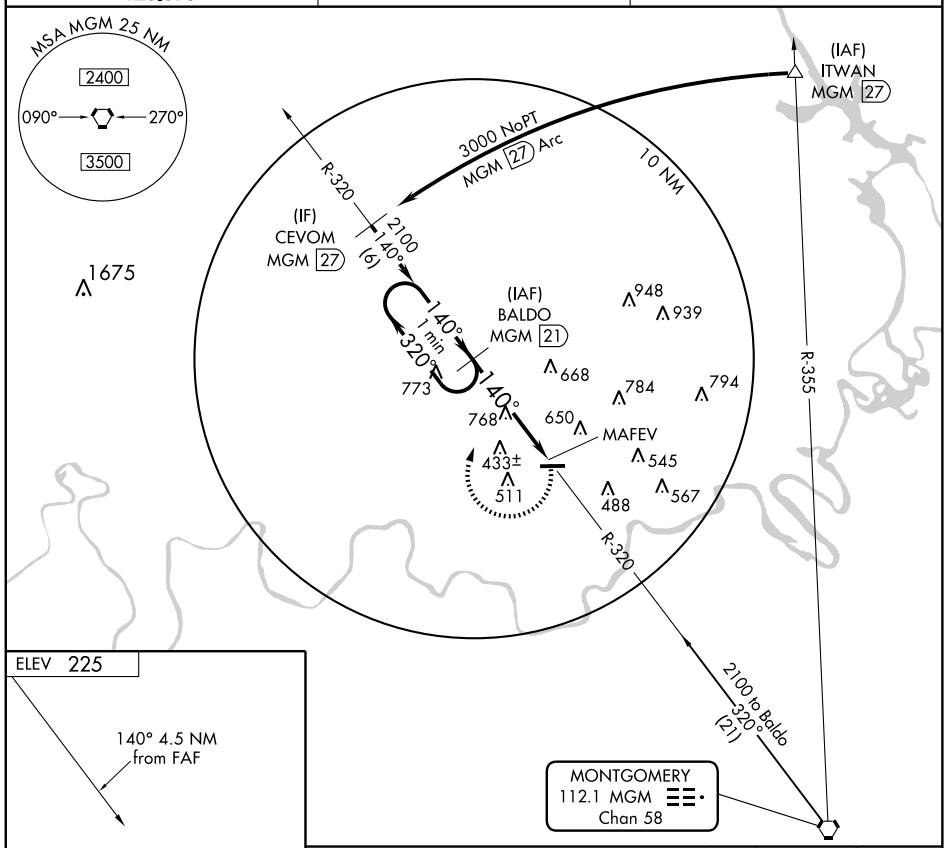
VOR/DME-A

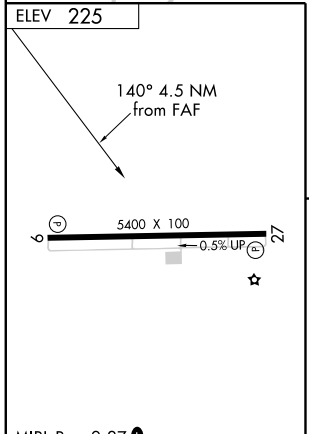
PRATTVILLE-GROUBY FIELD (1A9)

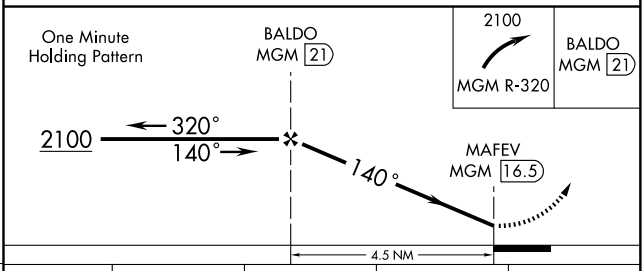
Use Montgomery altimeter setting; if not received, use Alexander City altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climbing right turn to 2100 via MGM VORTAC R-320 to BALDO/21 DME and hold.

MONTGOMERY ASOS 120.675	MONTGOMERY APP CON ★ 121.2 380.225	UNICOM 122.8 (CTAF) L



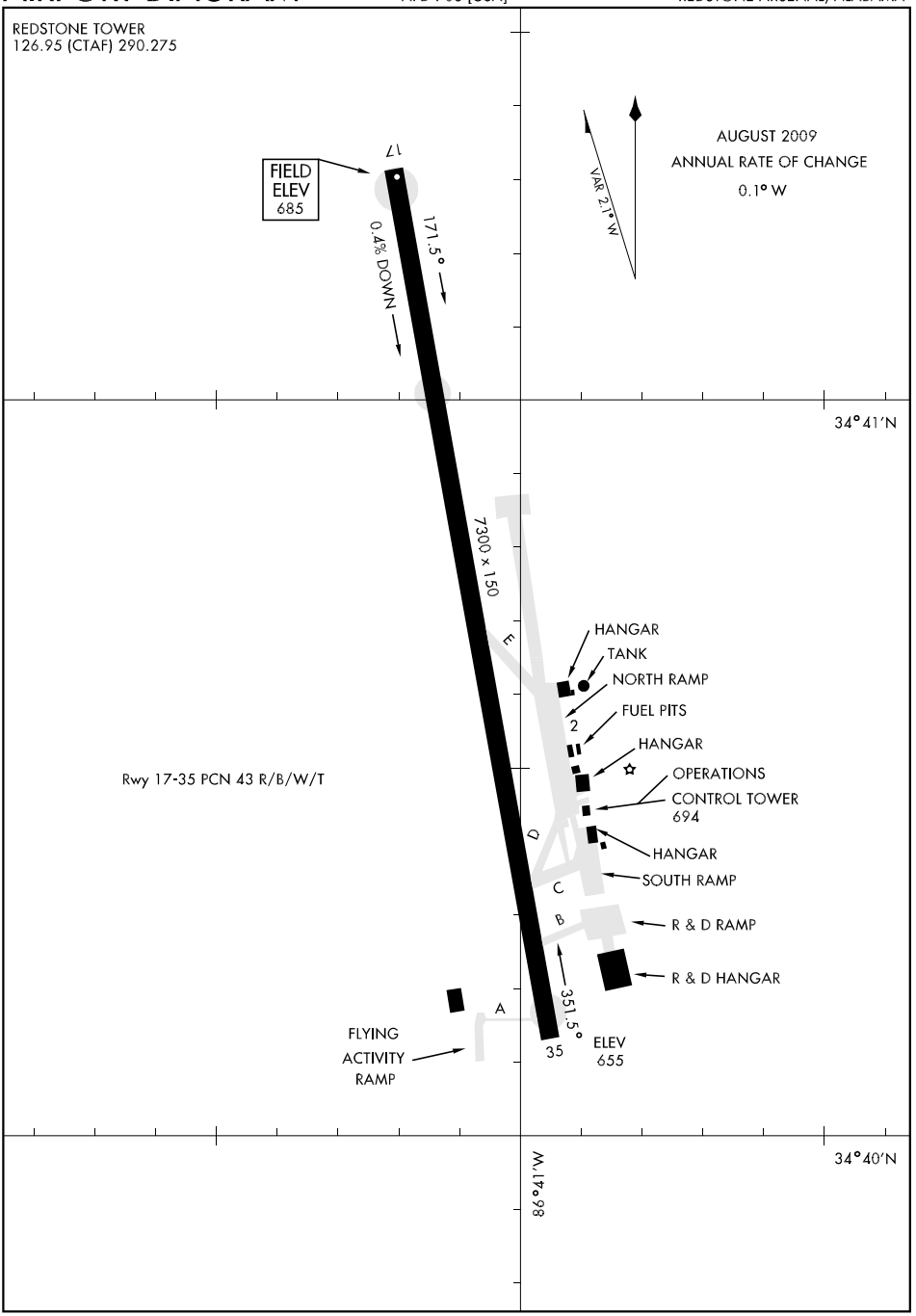




Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1060-1 835 (900-1)	1060-1¼ 835 (900-1¼)	1060-2½ 835 (900-2½)	NA

SE-4, 03 JUN 2010 to 01 JUL 2010



SE-4, 03 JUN 2010 to 01 JUL 2010

NDB RWY 17

NDB HUA 287	APCH CRS 183°	Rwy ldg 7300 TDZE 684 Arpt Elev 684

AL-703 [USA]

REDSTONE AAF (KHUA)

NA * When ALS inop, increase CAT BCD vis ¼ mile.
** When ALS inop, increase CAT CD vis ¼ mile.
*** Circling not authorized E of Rwy 17-35.

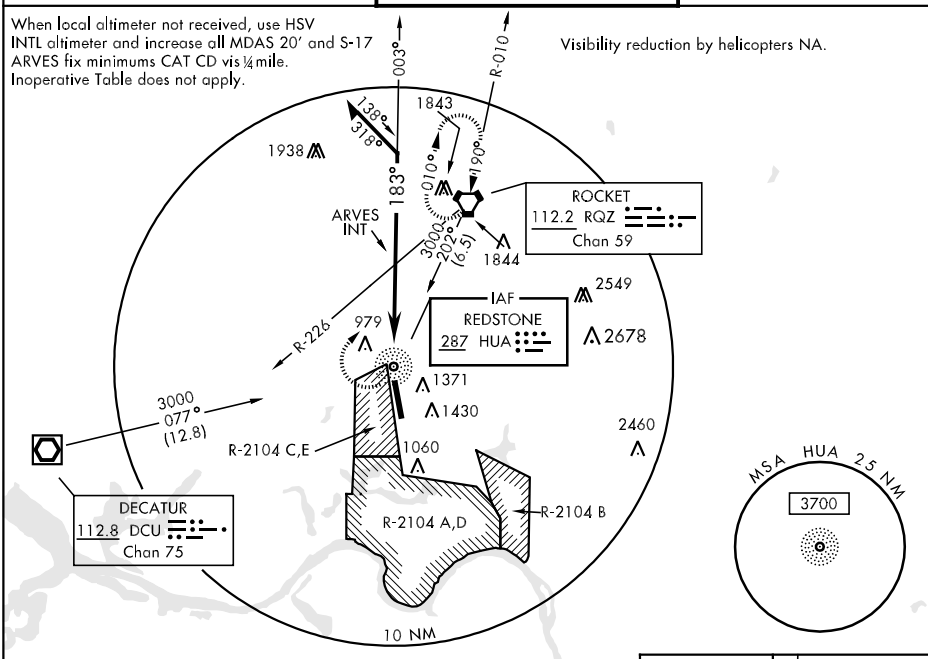
SALS A2

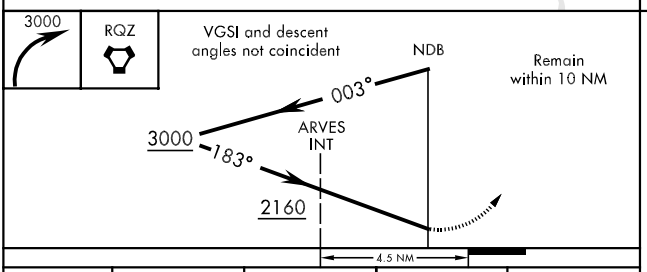
MISSED APPROACH: Climbing right turn to 3000 direct RQZ VORTAC and hold.

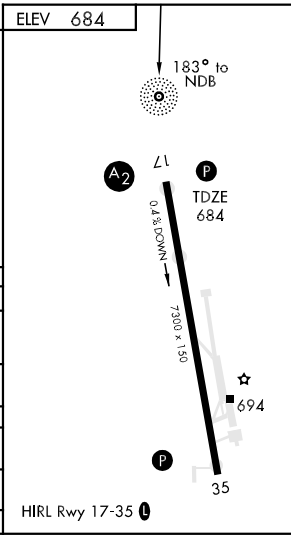
HUNTSVILLE APP CON	REDSTONE TOWER ★	ASR/PAR
E 125.6 354.1 W 118.05 239.0	126.95 (CTAF) 290.275	

When local altimeter not received, use HSV INTL altimeter and increase all MDAS 20' and S-17 ARVES fix minimums CAT CD vis ¼ mile.
Inoperative Table does not apply.

Visibility reduction by helicopters NA.







CATEGORY	A	B	C	D
S-17*	2160-1¼ 1476 (1500-1¼)		2160-2¾ 1476 (1500-2¾)	
CIRCLING***	2160-1¼ 1476 (1500-1¼)	2160-1½ 1476 (1500-1½)	2160-3 1476 (1500-3)	
ARVES FIX MINIMUMS				
S-17**	1280-1 596 (600-1)		1280-1¼ 596 (600-1¼)	1280-1½ 596 (600-1½)
CIRCLING***	1280-1 596 (600-1)		1280-1½ 596 (600-1½)	1280-2 596 (600-2)
S-PAR 17	950-1 266 (300-1) GS 3.0°			

RNAV (GPS) RWY 17

APCH CRS	Rwy ldg	7300
169°	TDZE	684
	Arpt Elev	684

AL-703 [USA]

REDSTONE AAF (KHUA)

NA * When ALS inop, increase CAT CDE vis ¼ mile.
** Circling not authorized E of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 3000 direct FASOV and hold.

HUNTSVILLE APP CON	REDSTONE TOWER *	ASR/PAR
E 125.6 354.1 W 118.05 239.0	126.95 (CTAF) 290.275	

Visibility reduction by helicopters NA.

When local altimeter setting not received, use HSV INTL altimeter setting and increase all MDAS 20' and increase LNAV CAT CDE and circling CAT C vis ¼ mile.

Procedure NA for arrivals on RQZ VORTAC radials R-261 cw 010.

Procedure NA for arrivals at DCU VOR/DME via V49 southbound.

6 NM

Max holding 230 KIAS

169°

349°

(IAF) IPUDE

2600 169° (6.3)

3000 318° (7.2)

ROCKET 112.2 RQZ Chan 59

(FAF) OYOVA

1700 169° (2.8)

1292 NICGI 954

2678

3000 036° (17.5)

DECATUR 112.8 DCU Chan 75

R-2104 C,E

RW17

R-2104 A,D

R-2104 B

FASOV

170°

350°

Max holding 230 KIAS

6 NM

MSA RW17 25 NM

3700

VGSI and descent angles not coincident

3000 FASOV

ELEV 684

169° 5.8 NM from OYOVA

HIRL Rwy 17-35

CATEGORY	A	B	C	D	E
LNAV MDA *	1280-1	596 (600-1)	1280-1¼ 596 (600-1¼)	1280-1½ 596 (600-1½)	1280-1¾ 596 (600-1¾)
CIRCLING **	1280-1	596 (600-1)	1280-1½ 596 (600-1½)	1280-2 596 (600-2)	1600-3 916 (1000-3)

RNAV (GPS) RWY 35

APCH CRS	Rwy ldg	7300
349°	TDZE	657
	Arpt Elev	684

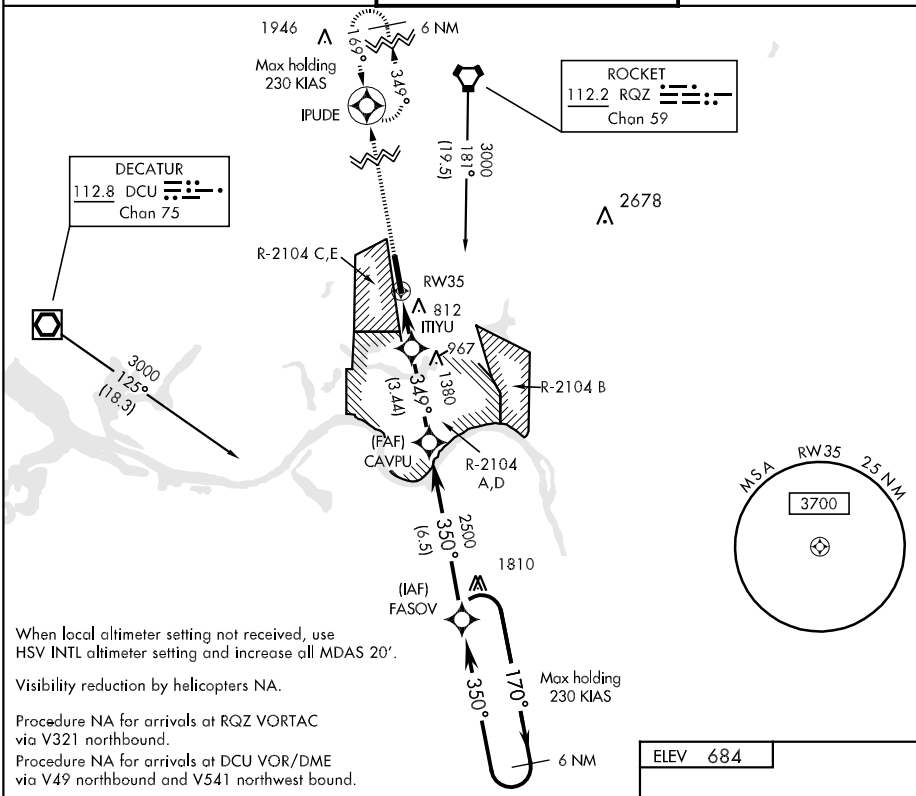
AL-703 [USA]

REDSTONE AAF (KHUA)

NA * When ALS inop, increase CAT CDE vis ¼ mile.
** Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000 direct IPUDE and hold.

HUNTSVILLE APP CON	REDSTONE TOWER ★	ASR/PAR
E 125.6 354.1 W 118.05 239.0	126.95 (CTAF) 290.275	

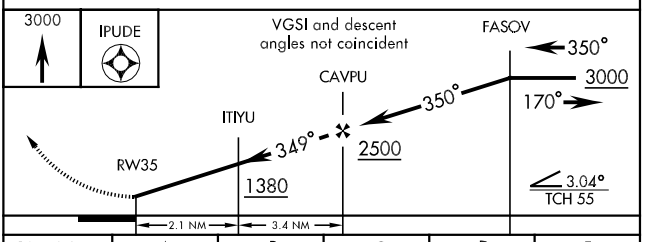


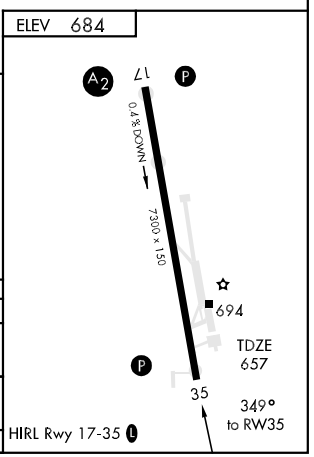
When local altimeter setting not received, use HSV INTL altimeter setting and increase all MDAS 20'.

Visibility reduction by helicopters NA.

Procedure NA for arrivals at RQZ VORTAC via V321 northbound.

Procedure NA for arrivals at DCU VOR/DME via V49 northbound and V541 northwest bound.





CATEGORY	A	B	C	D	E
LNAV MDA *	1260-1	603 (600-1)	1260-1½ 603 (600-1½)	1260-1¾ 603 (600-1¾)	1260-2 603 (600-2)
CIRCLING **	1260-1	576 (600-1)	1260-1¾ 576 (600-1¾)	1280-2 596 (600-2)	1600-3 916 (1000-3)
S-PAR 35	955-1		298 (300-1)	GS 3.0°	

VOR/DME RWY 35

REDSTONE AAF (KHUA)

VORTAC RQZ	APCH CRS	Rwy ldg 7300
112.2	015°	TDZE 657
Chan 59		Arpt Elev 684

AL-703 [USA]

NA

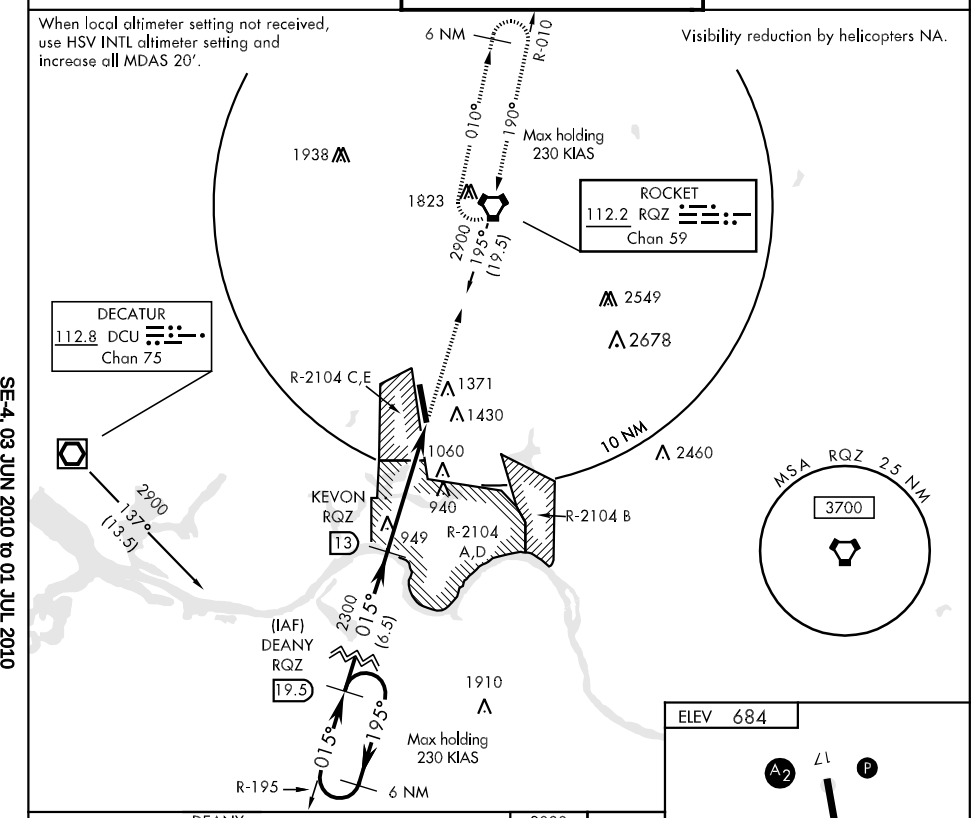
* Circling not authorized E of Rwy 17-35. High terrain and 1430' twr 1.7 NM E.

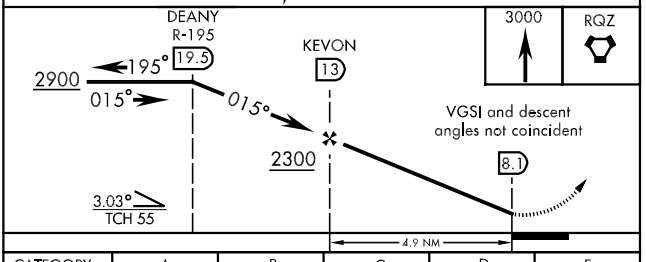
MISSED APPROACH: Climb to 3000 direct RQZ VORTAC and hold.

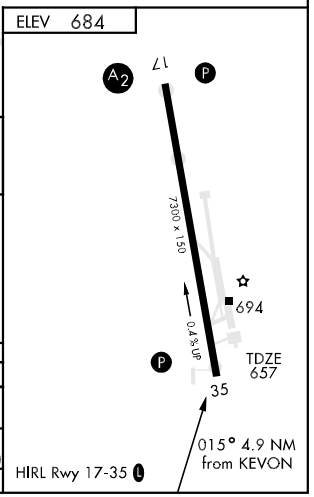
HUNTSVILLE APP CON	REDSTONE TOWER *	ASR/PAR
E 125.6 354.1 W 118.05 239.0	126.95 (CTAF) L 290.275	

When local altimeter setting not received, use HSV INTL altimeter setting and increase all MDAS 20'.

Visibility reduction by helicopters NA.







CATEGORY	A	B	C	D	E
S-35	1500-1 843 (900-1)	1500-1¼ 843 (900-1¼)	1500-2½ 843 (900-2½)	1500-2¾ 843 (900-2¾)	1500-3 843 (900-3)
CIRCLING *	1500-1 816 (900-1)	1500-1¼ 816 (900-1¼)	1500-2½ 816 (900-2½)	1500-2¾ 816 (900-2¾)	1600-3 916 (1000-3)
S-PAR 35	955-1	298 (300-1)	GS 3.0°		

APP CRS	Rwy Idg	5144
188°	TDZE	237
	Apt Elev	237

RNAV (GPS) RWY 19

REFORM/NORTH PICKENS (3M8)

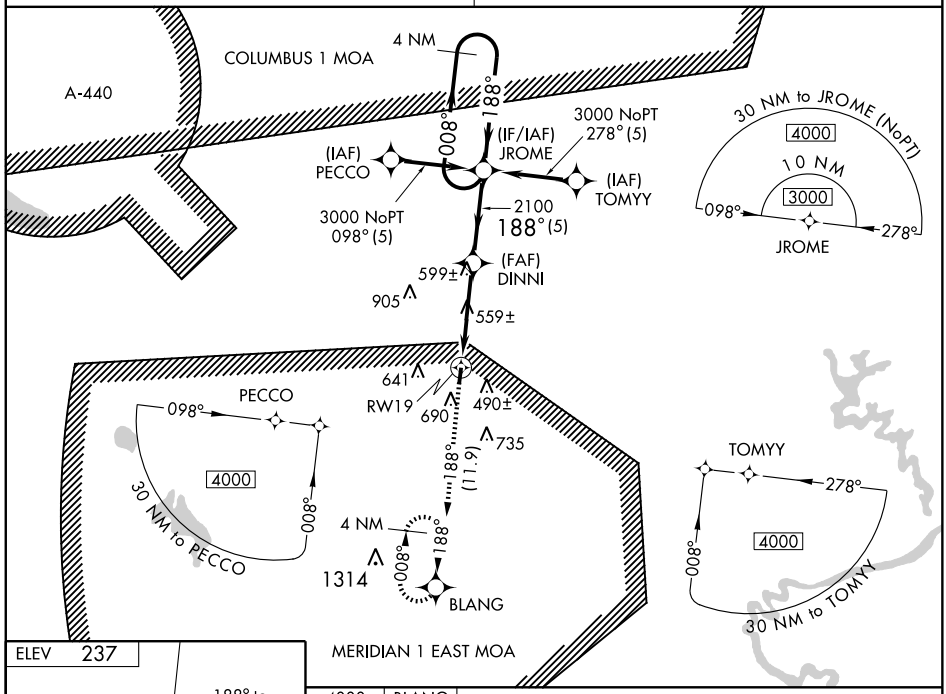
Obtain local altimeter setting on CTAF. When not received, use Tuscaloosa altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. VDP NA with Tuscaloosa altimeter setting.

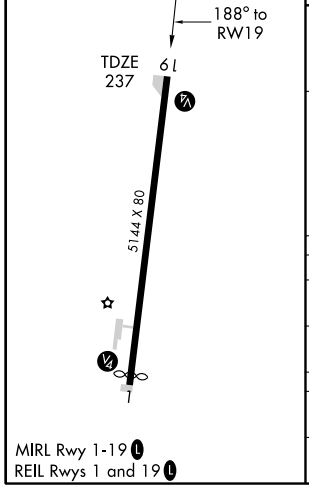
NA

MISSED APPROACH: Climb to 4000 via 188° course to BLANG WP and hold.

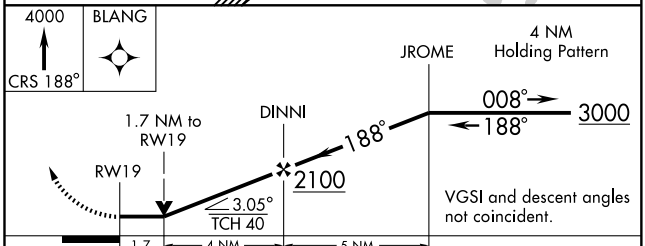
COLUMBUS APP CON ★
135.6 323.275

CTAF
122.9 L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LNAV MDA	820-1 583 (600-1)		820-1½ 583 (600-1½)	820-1¾ 583 (600-1¾)
CIRCLING	1000-1 763 (800-1)	1000-1¼ 763 (800-1¼)	1000-2¼ 763 (800-2¼)	1000-2½ 763 (800-2½)
TUSCALOOSA ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 643 (700-1)		880-1¾ 643 (700-1¾)	880-2 643 (700-2)
CIRCLING	1060-1 823 (900-1)	1060-1¼ 823 (900-1¼)	1060-2½ 823 (900-2½)	1060-2¾ 823 (900-2¾)

SE-4, 03 JUN 2010 to 01 JUL 2010

RUSSELLVILLE, ALABAMA

AL-10061 (FAA)

APP CRS	Rwy Idg	5500
003°	TDZE	721
	Apt Elev	723

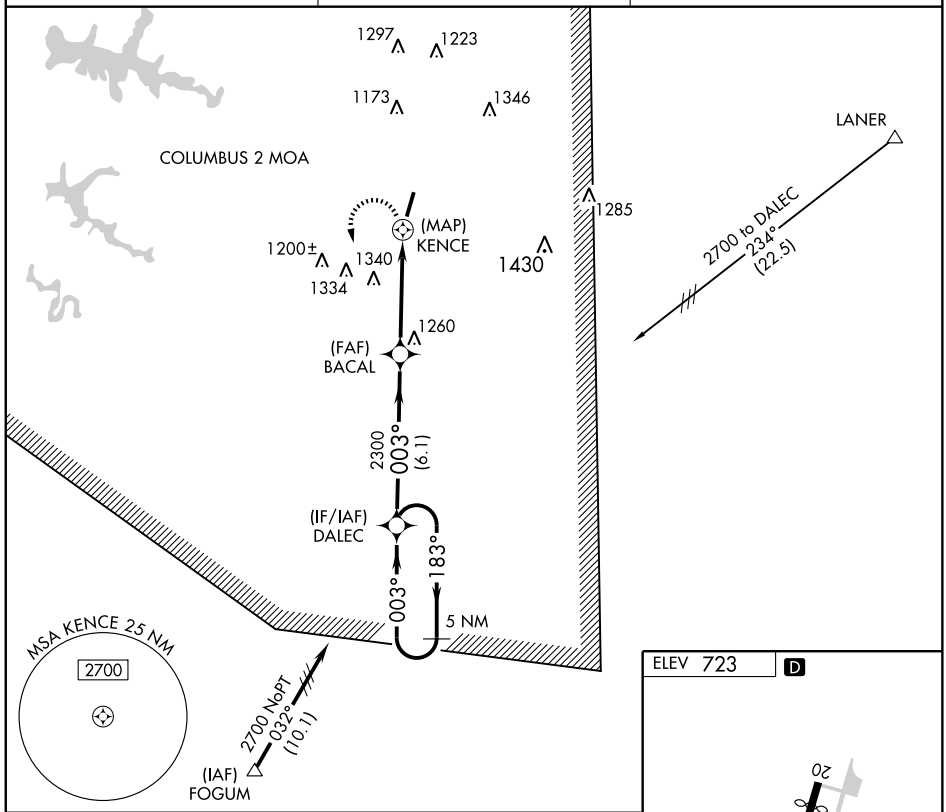
RNAV (GPS) RWY 2

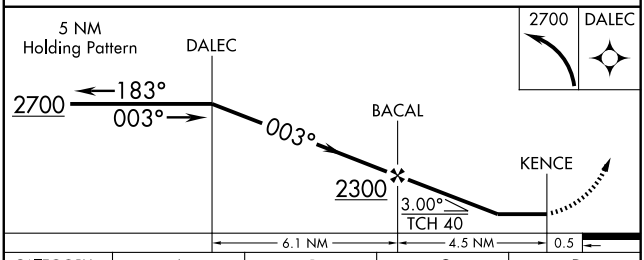
RUSSELLVILLE MUNI (M22)

Use Muscle Shoals altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

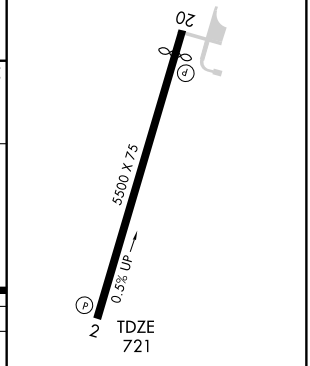
MISSED APPROACH: Climbing left turn to 2700 direct DALEC and hold.

MUSCLE SHOALS ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1660-1¼	939 (1000-1¼)	1660-2¾ 939 (1000-2¾)	1660-3 939 (1000-3)
CIRCLING	1660-1¼	937 (1000-1¼)	1660-2¾ 937 (1000-2¾)	1660-3 937 (1000-3)



SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
198°	TDZE	721
	Apt Elev	723

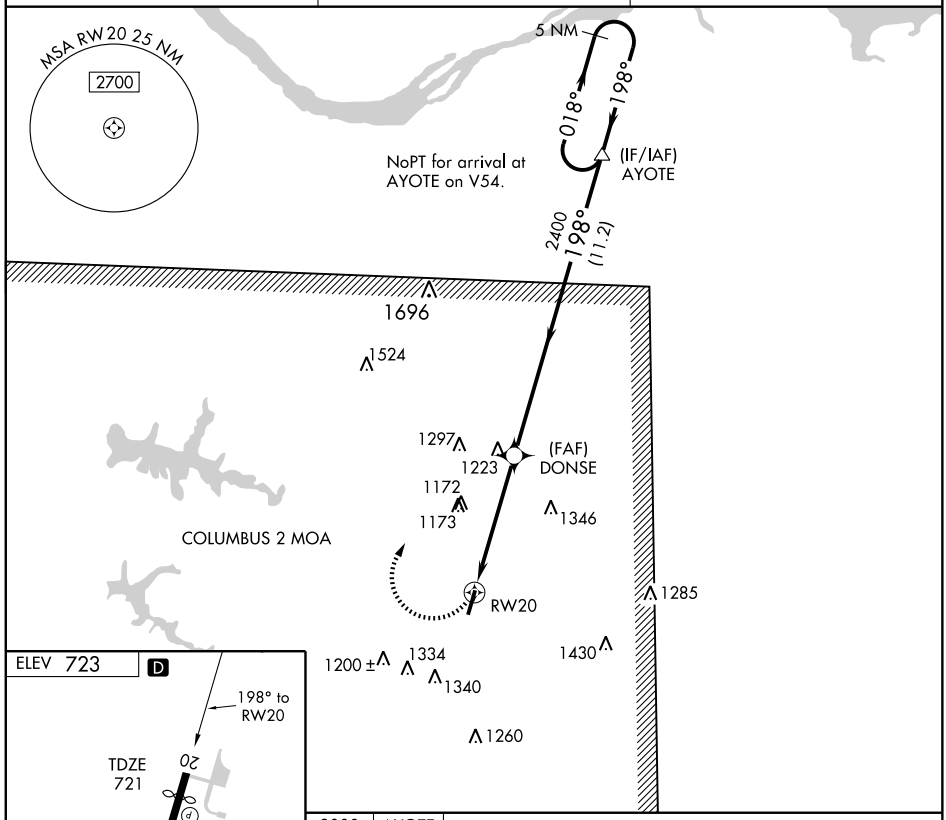
RNAV (GPS) RWY 20

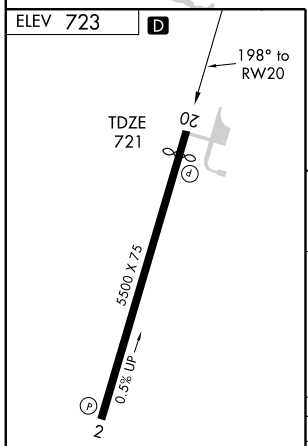
RUSSELLVILLE MUNI (M22)

Use Muscle Shoals altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

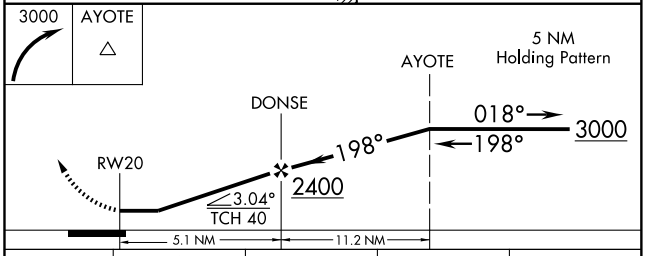
MISSED APPROACH: Climbing right turn to 3000 direct AYOTE and hold.

MUSCLE SHOALS ASOS	MEMPHIS CENTER	UNICOM
119.425	120.8 307.0	122.8 (CTAF) L





MIRL Rwy 2-20 L
REIL Rwys 2 and 20



CATEGORY	A	B	C	D
LNAV MDA	1340-1	619 (700-1)	1340-1¾ 619 (700-1¾)	1340-2 619 (700-2)
CIRCLING	1520-1 797 (800-1)	1540-1¼ 817 (900-1¼)	1540-2½ 817 (900-2½)	1540-2¾ 817 (900-2¾)

SE-4, 03 JUN 2010 to 01 JUL 2010

SCOTTSBORO, ALABAMA

AL-10275 (FAA)

APP CRS	Rwy Idg	5250
040°	TDZE	650
	Apt Elev	650

RNAV (GPS) RWY 4

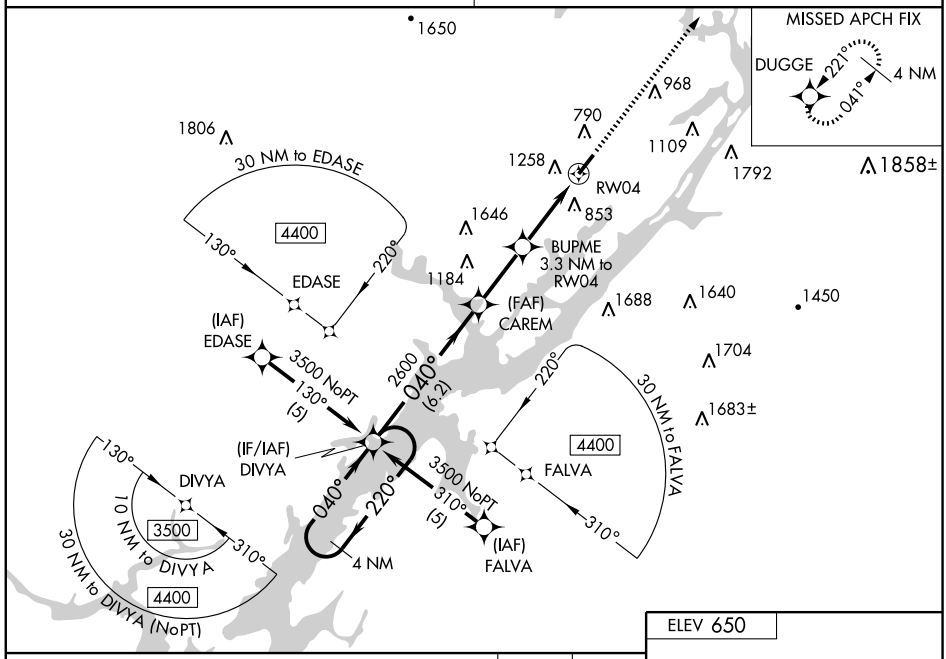
SCOTTSBORO MUNI-WORD FIELD (4A6)

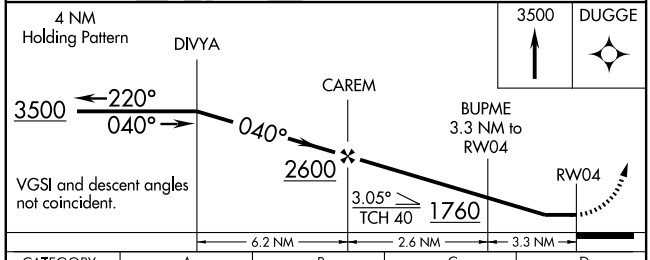
NA

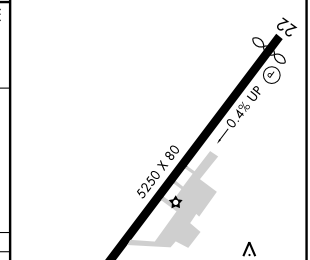
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Fort Payne altimeter setting.

MISSED APPROACH: Climb to 3500 direct DUGGE and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1520-1 870 (900-1)	1520-1¼ 870 (900-1¼)	1520-2½ 870 (900-2½)	1520-2¾ 870 (900-2¾)
CIRCLING	1620-1¼ 970 (1000-1¼)	1700-1½ 1050 (1100-1½)	1800-3 1150 (1200-3)	
FORT PAYNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1600-1¼ 950 (1000-1¼)		1600-2¾ 950 (1000-2¾)	1600-3 950 (1000-3)
CIRCLING	1700-1¼ 1050 (1100-1¼)	1780-1½ 1130 (1200-1½)	1880-3 1230 (1300-3)	

SE-4, 03 JUN 2010 to 01 JUL 2010

SCOTTSBORO, ALABAMA

AL-10275 (FAA)

RNAV (GPS) RWY 22

SCOTTSBORO MUNI-WORD FIELD (4A6)

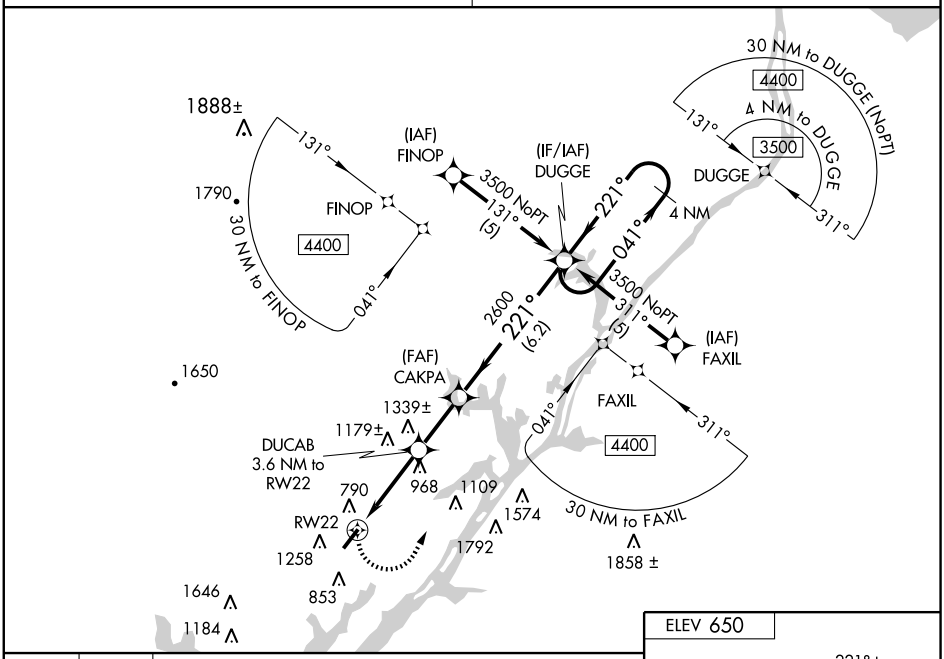
APP CRS		
221°	Rwy Idg	5020
	TDZE	639
	Apt Elev	650

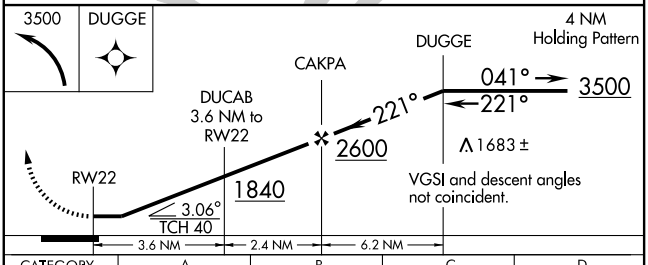
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Fort Payne altimeter setting.

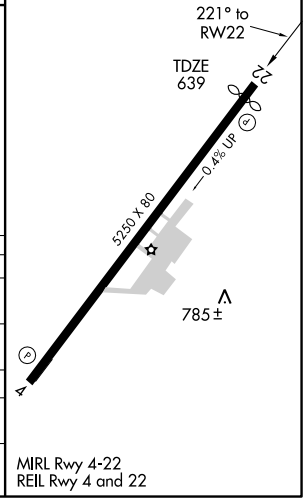
MISSED APPROACH: Climbing left turn to 3500 direct DUGGE and hold.

ATLANTA CENTER	UNICOM
133.8 353.7	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1360-1 721 (800-1)		1360-2 721 (800-2)	1360-2¼ 721 (800-2¼)
CIRCLING	1620-1¼ 970 (1000-1¼)	1700-1½ 1050 (1100-1½)	1800-3 1150 (1200-3)	
FORT PAYNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1 801 (800-1)	1440-1¼ 801 (800-1¼)	1440-2¼ 801 (800-2¼)	1440-2½ 801 (800-2½)
CIRCLING	1700-1¼ 1050 (1100-1¼)	1780-1½ 1130 (1200-1½)	1880-3 1230 (1300-3)	



SE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-SEM	APP CRS	Rwy Idg	8002
110.5	327°	TDZE	165
		Apt Elev	166

ILS or LOC RWY 33

SELMA/ CRAIG FIELD (SEM)

Inoperative table does not apply to S-LOC 33 Cat. C.
Visibility reduction by helicopters NA.
NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase ILS DA to 592 feet: increase all MDAs 100 feet.

MALS

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct JYU VOR/DME and hold, continue climb-in-hold to 3100.

MONTGOMERY APP CON ★
124.0 363.025

UNICOM
122.7 (CTAF) L

LOM
POLLK
344 SE
146°
326°
ALTERNATE MISSED APCH FIX

MSA SE 25 NM
3100

R-329
422
316
149°
329°
708
LOCALIZER 110.5
I-SEM
JUNIOR
113.6 JYU
Chan 83
422
419
SAFFO
3100
074°
(11.9)
3100 to CADIP
146° (11.8)
369 ±
LOM
POLLK
344 SE
JYU 5.5
IAF
MONTGOMERY
112.1 MGM
Chan 58
1800
(6.3)
327°
LR-138
3100 NoPT
262°
(27.6)
R-262
(IF/IAF)
CADIP INT
JYU 11.8
MGM 27.6
1 min
147°
327°
JYU R-146
1995
2049
147°
10 NM

ELEV 166
15
315
8002 X 150
TDZE
165
33
327° 4.7 NM
from FAF
REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

1300 | 3100 | JYU 113.6

VGSI and ILS glidepath not coincident.

CADIP INT
JYU 11.8
One Minute Holding Pattern
POLLK LOM
JYU 5.5
147°
3100
327°
327°
JYU 0.8
1748
1800
GS 3.00°
TCH 54
4.7 NM
6.3 NM

CATEGORY	A	B	C	D
S-ILS 33	493-1 328 (400-1)			
S-LOC 33	700-¾ 535 (600-¾)		700-1½ 535 (600-1½)	700-1¾ 535 (600-1¾)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

LOM SE	APP CRS	Rwy Idg	8002
344	326°	TDZE	165
		Apt Elev	166

NDB RWY 33

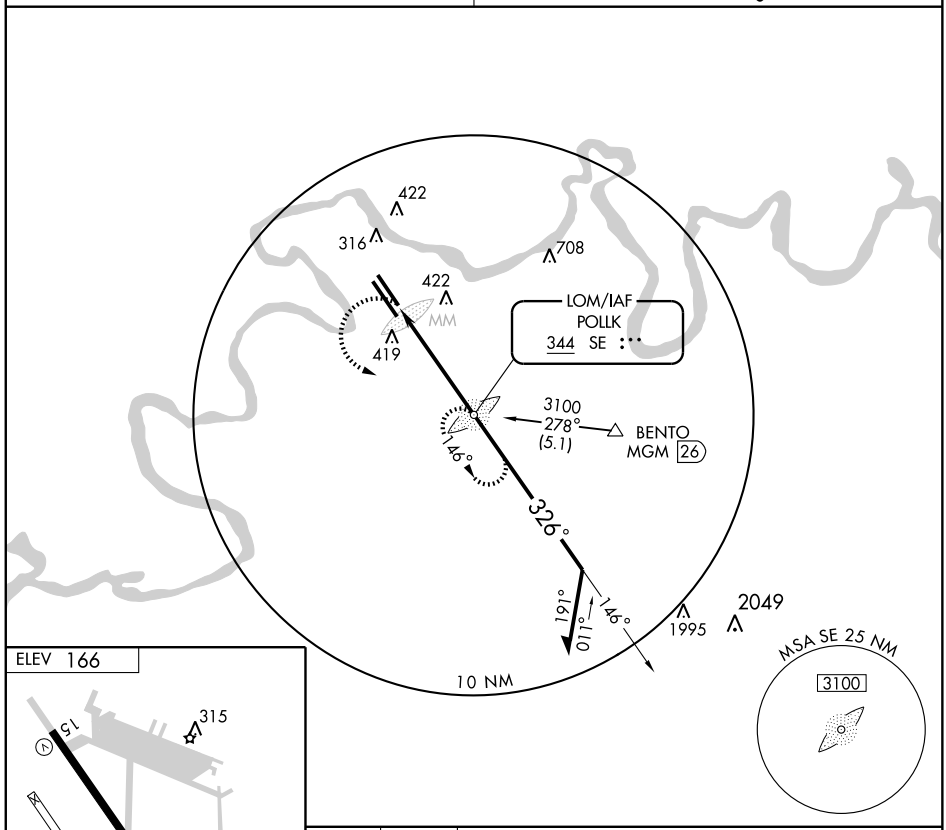
SELMA/ CRAIG FIELD (SEM)

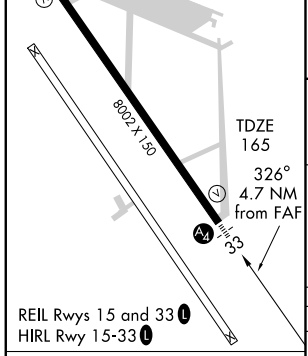
Inoperative table does not apply to S-33 Cat. C.
Visibility reduction by helicopters NA.
NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

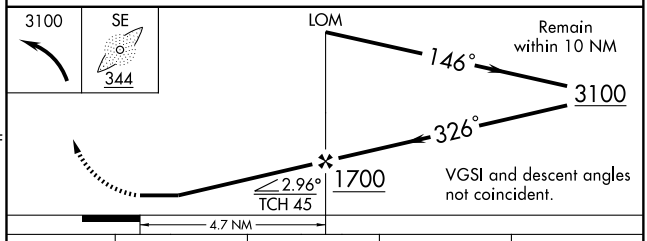
MALS

MISSED APPROACH: Climbing left turn to 3100 direct POLLK LOM and hold, continue climb-in-hold to 3100.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-33	800-¾ 635 (700-¾)		800-1¾ 635 (700-1¾)	800-2 635 (700-2)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	8002
147°	TDZE	166
	Apt Elev	166

RNAV (GPS) RWY 15

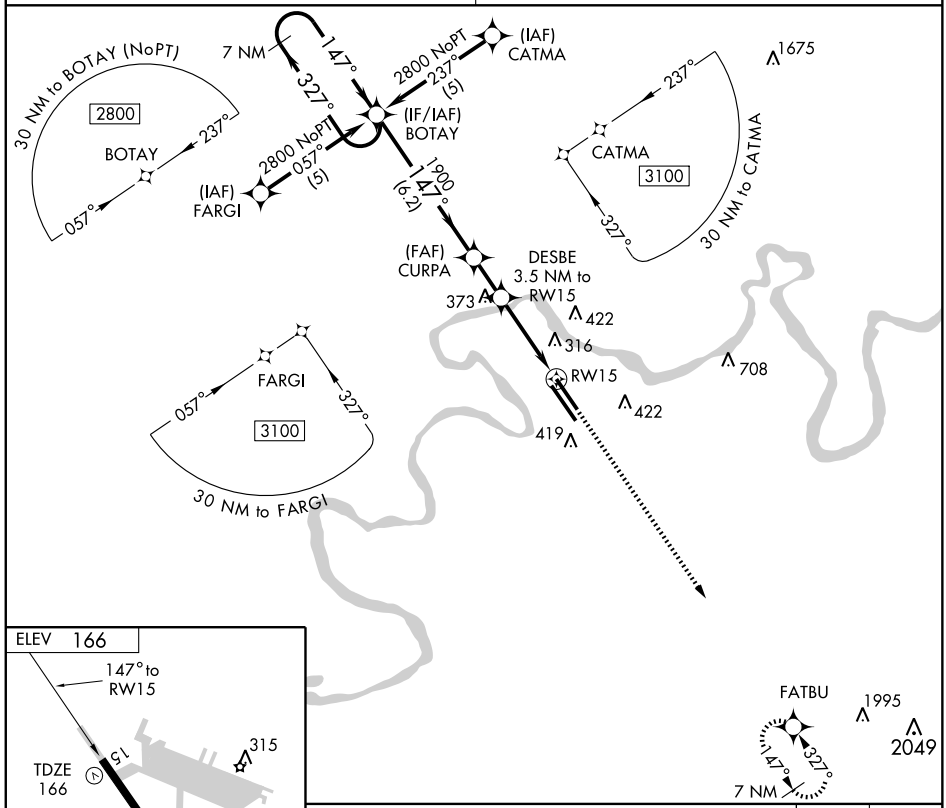
SELMA/ CRAIG FIELD (SEM)

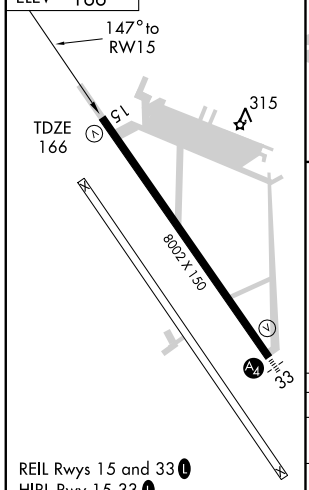
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

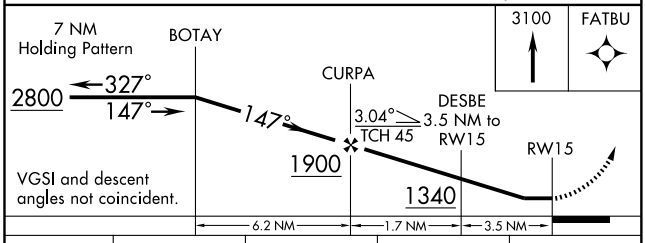
MISSED APPROACH: Climb to 3100 direct FATBU and hold.

MONTGOMERY APP CON ★ **124.0 363.025**

UNICOM **122.7** (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	640-1 474 (500-1)		640-1¼ 474 (500-1¼)	640-1½ 474 (500-1½)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8002
CH 90205	327°	TDZE	165
W33A		Apt Elev	166

RNAV (GPS) RWY 33

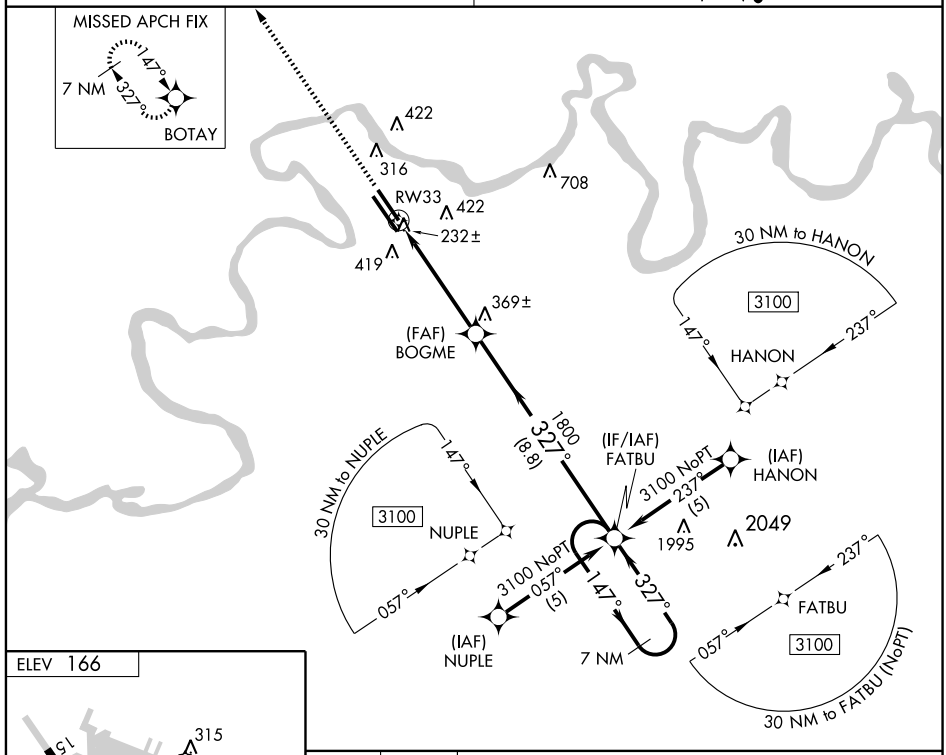
SELMA/ CRAIG FIELD (SEM)

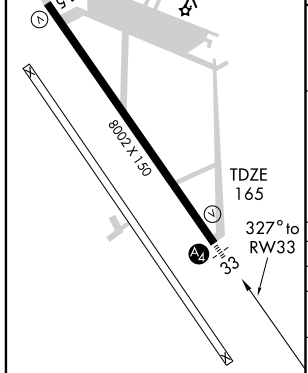
V A NA — Inoperative table does not apply to LNAV Cat C. Baro-VNAV NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase LPV DA to 627′; LNAV/VNAV DA to 804′; increase all MDAs 100′.

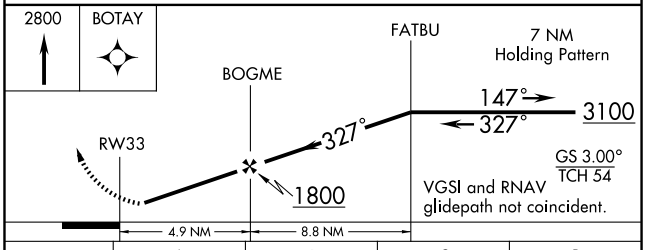
MALS A4

MISSED APPROACH: Climb to 2800 direct BOTAY and hold.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	528-1¼ 363 (400-1¼)			
LNAV/ VNAV DA	705-2 540 (600-2)			
LNAV MDA	640-¾ 475 (500-¾)		640-1¼ 475 (500-1¼)	640-1½ 475 (500-1½)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

VOR/DME JYU	APP CRS	Rwy Idg	8002
113.6	154°	TDZE	166
Chan 83		Apt Elev	166

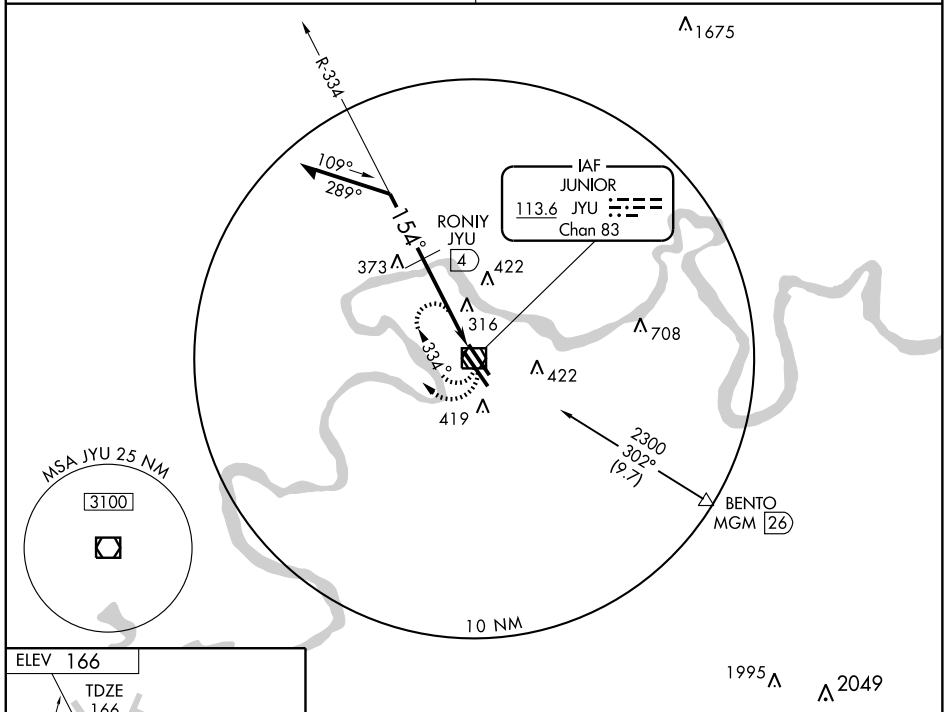
VOR RWY 15

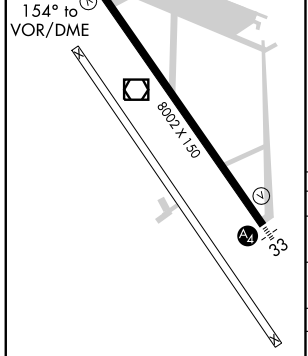
SELMA/ CRAIG FIELD (SEM)

Visibility reduction by helicopters NA.
Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

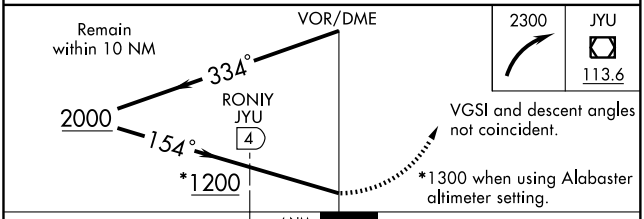
MISSED APPROACH: Climbing right turn to 2300 in JYU VOR/DME holding pattern, continue climb-in-hold to 2300.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L





REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
S-15	1200-1¼ 1034 (1100-1¼)	1200-1½ 1034 (1100-1½)	1200-3 1034 (1100-3)	
CIRCLING	1200-1¼ 1034 (1100-1¼)	1200-1½ 1034 (1100-1½)	1200-3 1034 (1100-3)	
RONIY FIX MINIMUMS				
S-15	660-1 494 (500-1)		660-1¼ 494 (500-1¼)	660-1½ 494 (500-1½)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

VOR/DME JYU	APP CRS	Rwy Idg	8002
113.6	325°	TDZE	165
Chan 83		Apt Elev	166

VOR RWY 33

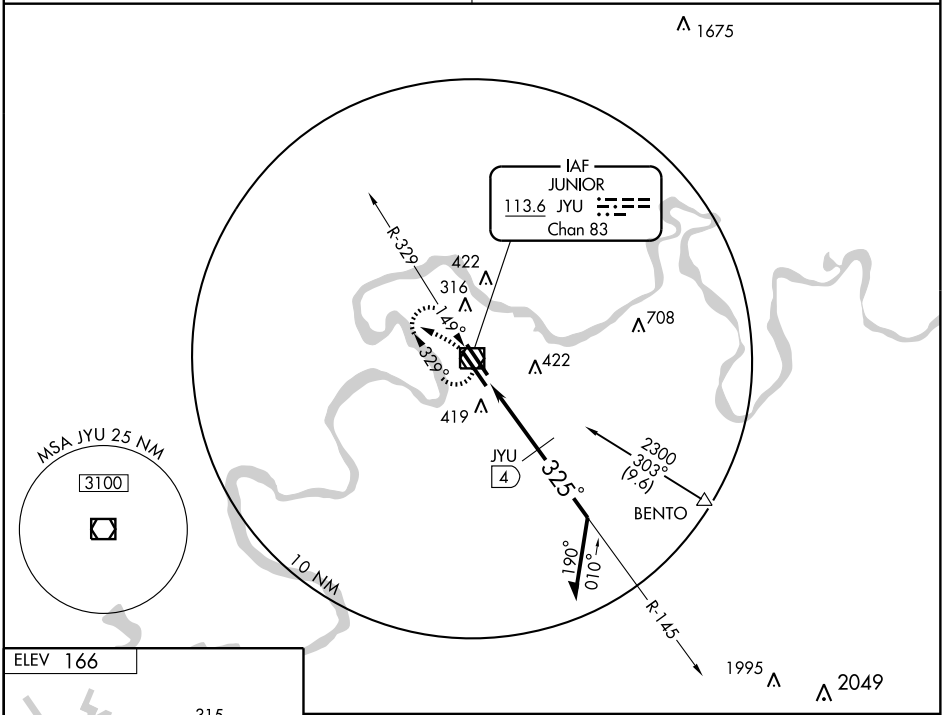
SELMA/ CRAIG FIELD (SEM)

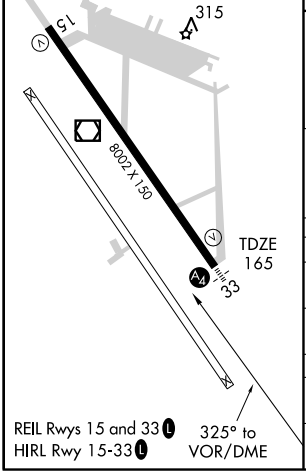
NA Use Montgomery altimeter setting.
VOR MINIMUMS: Inoperative table does not apply.
DME MINIMUMS: Inoperative table does not apply to CATs C and D.

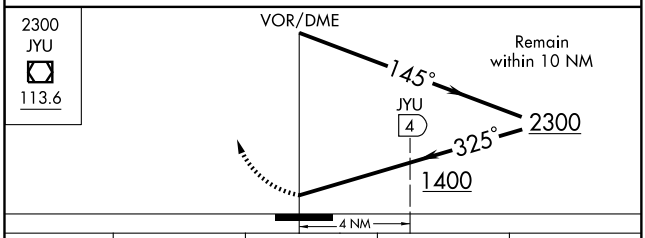
MALS

MISSED APPROACH: Climb to 2300 in JYU VOR/DME holding pattern.

MONTGOMERY APP CON ★	UNICOM
124.0 363.025	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	1400-1¼ 1235 (1300-1¼)	1400-1½ 1235 (1300-1½)	1400-3 1235 (1300-3)	
CIRCLING	1400-1¼ 1234 (1300-1¼)	1400-1½ 1234 (1300-1½)	1400-3 1234 (1300-3)	
DME MINIMUMS				
S-33	760-¾ 595 (600-¾)		760-1½ 595 (600-1½)	760-1¾ 595 (600-1¾)
CIRCLING	800-1 634 (700-1)		800-1¾ 634 (700-1¾)	800-2 634 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	3998
CH 69507	059°	TDZE	132
W06A		Apt Elev	132

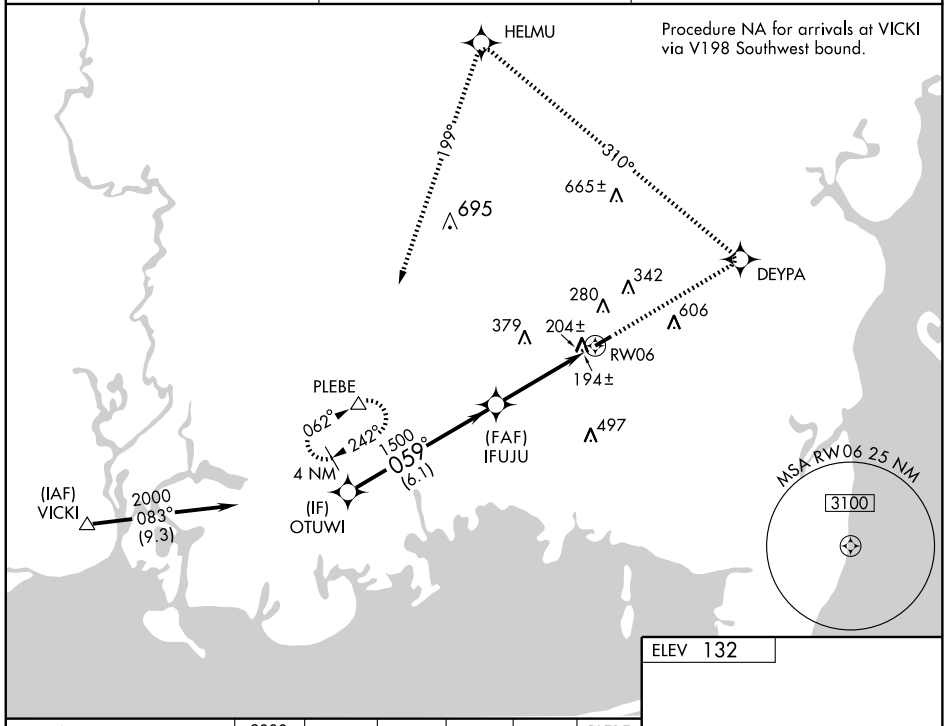
RNAV (GPS) RWY 6
ST. ELMO (2R5)

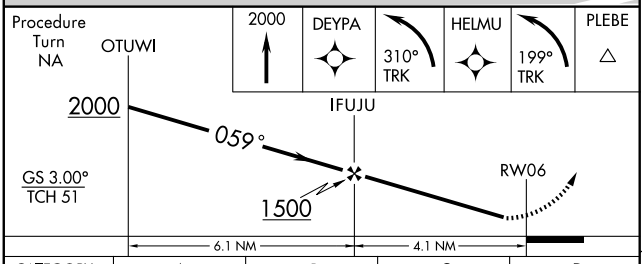
NA

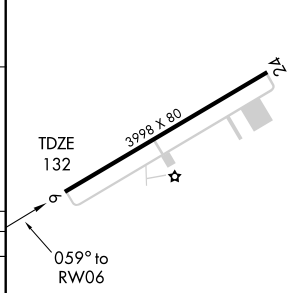
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Mobile Rgnl altimeter setting; when not received use Pascagoula altimeter setting and increase DA to 483 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct DEYPA and left turn via 310° track to HELMU and left turn via 199° track to PLEBE and hold.

MOBILE APP CON	CTAF	
121.0 307.1	122.9	122.75 L







CATEGORY	A	B	C	D
LPV DA	475-1¼ 343 (400-1¼)			NA
LNAV MDA	540-1 408 (500-1)		540-1¼ 408 (500-¼)	NA
CIRCLING	620-1 488 (500-1)		700-1½ 568 (600-1½)	NA

MIRL Rwy 6-24 L

SE-4, 03 JUN 2010 to 01 JUL 2010

NDB SCD 284	APP CRS 080°	Rwy Idg N/A TDZE N/A Apt Elev 569

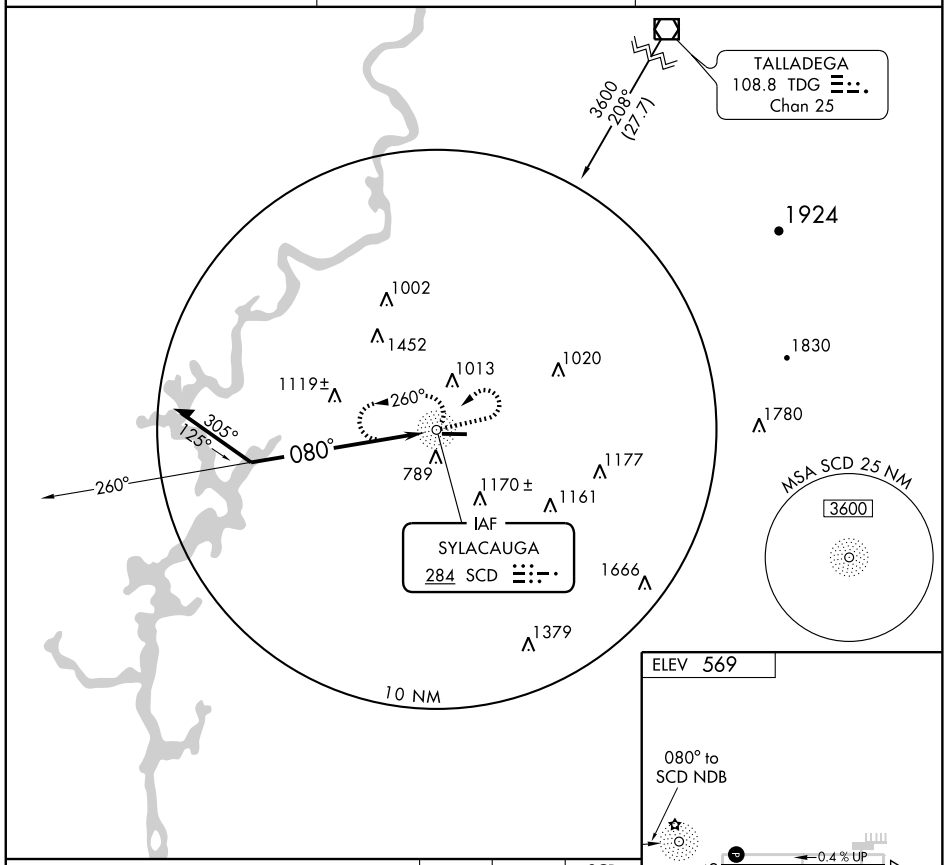
NDB-A

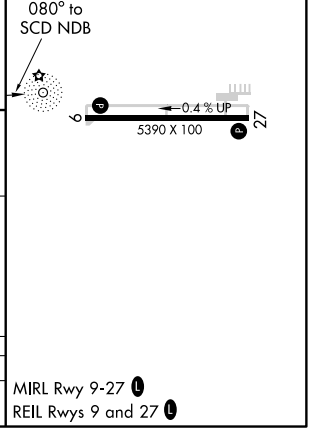
SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

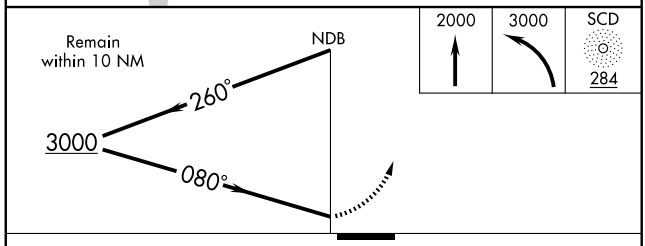
If local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SCD NDB and hold

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.125	123.8 256.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1480-1¼	911 (1000-1¼)	1480-2¾ 911 (1000-2¾)	1600-3 1031 (1100-3)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 40216 W09A	APP CRS 094°	Rwy Idg 5390 TDZE 569 Apt Elev 569

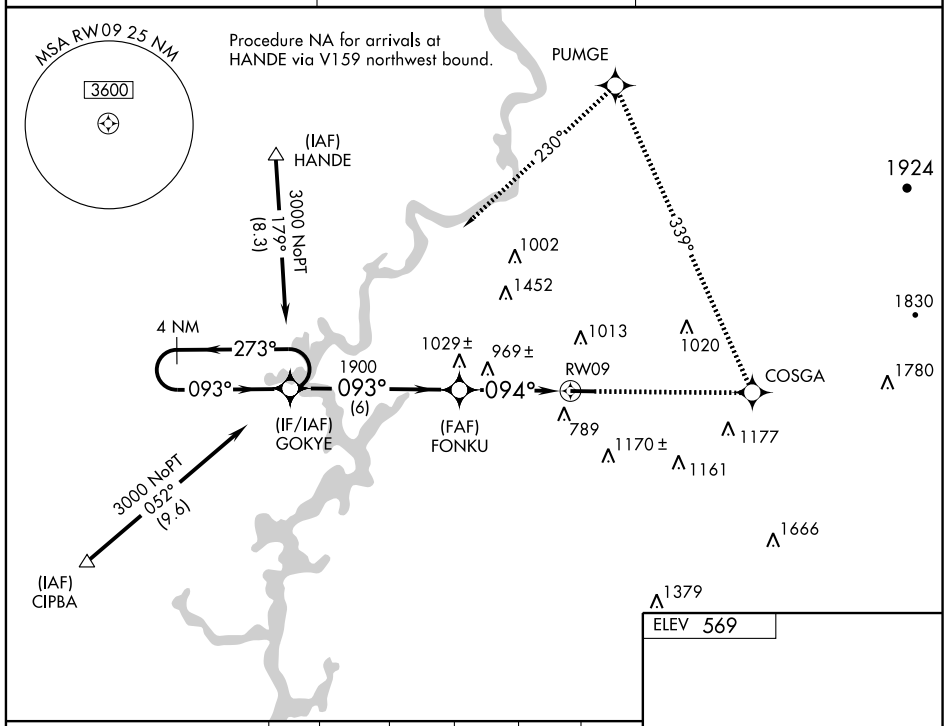
RNAV (GPS) RWY 9

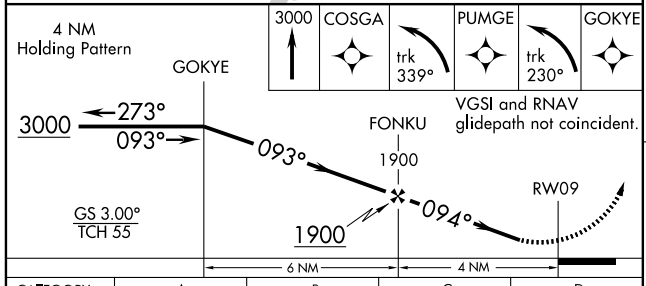
SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase LPV DA 86 feet and all MDA 100 feet; increase LPV all Cats, LNAV Cats C and D visibility ½ mile, increase LNAV Cat B and Circling Cats B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COSGA and left turn via track 339° to PUMGE and left turn via track 230° to GOKYE and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
119.125	123.8 256.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1027-1½ 458 (500-1½)			
LNAV MDA	1220-1 651 (700-1)		1220-1¾ 651 (700-1¾)	1220-2 651 (700-2)
CIRCLING	1220-1 651 (700-1)		1320-2¼ 751 (800-2¼)	1600-3 1031 (1100-3)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5390
CH 90216	274°	TDZE	552
W27A		Apt Elev	569

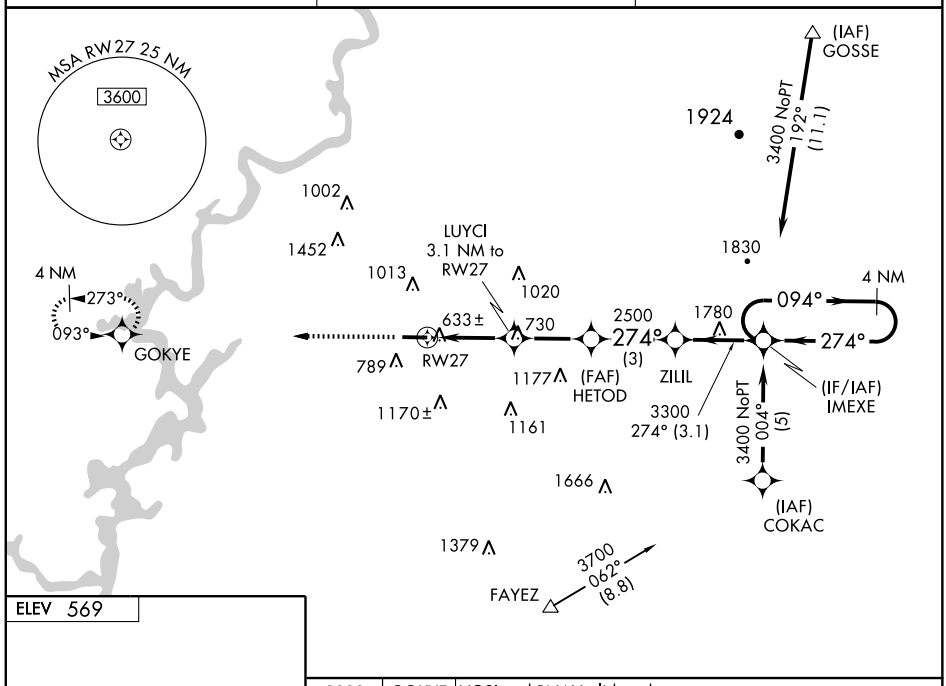
RNAV (GPS) RWY 27

SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

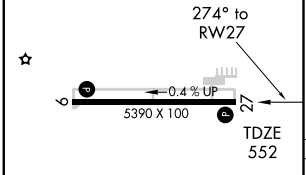
Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 86 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOKYE and hold.

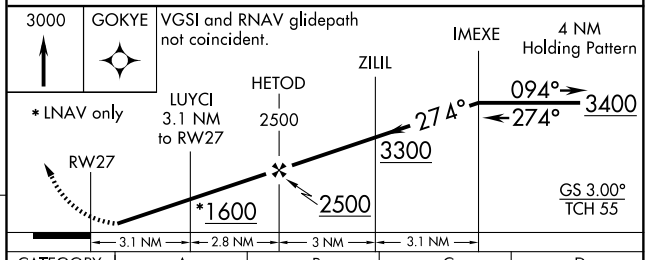
AWOS-3	BIRMINGHAM APP CON	UNICOM
119.125	123.8 256.8	122.8 (CTAF) L



ELEV 569



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
LPV DA	861-1 309 (300-1)			
LNAV/VNAV DA	1201-2¼ 649 (700-2¼)			
LNAV MDA	980-1 428 (500-1)		980-1¼ 428 (500-1¼)	980-1½ 428 (500-1½)
CIRCLING	1140-1 571 (600-1)		1320-2¼ 751 (800-2¼)	1600-3 1031 (1100-3)

TALLADEGA, ALABAMA

AL-5656 (FAA)

WAAS	APP CRS	Rwy Idg	6001
CH 61008	035°	TDZE	511
W03A		Apt Elev	529

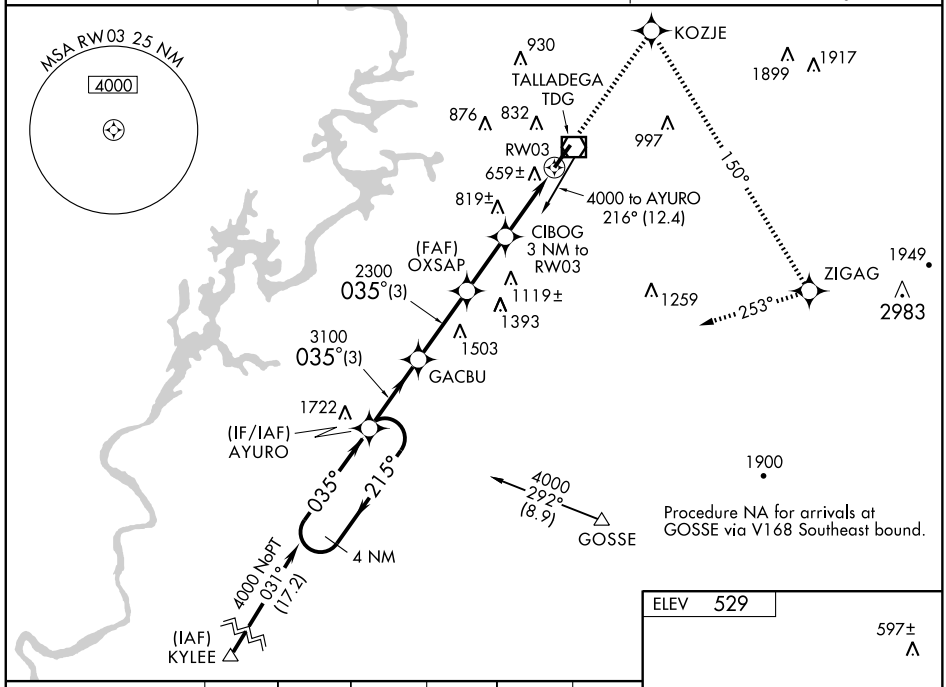
RNAV (GPS) RWY 3

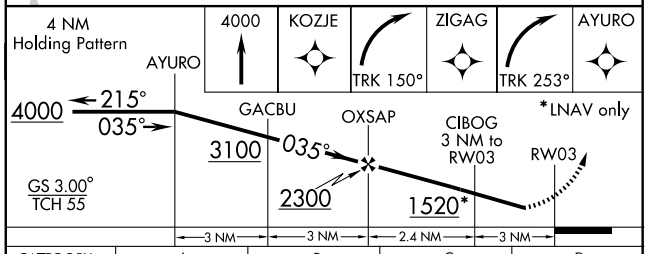
TALLADEGA MUNI (ASN)

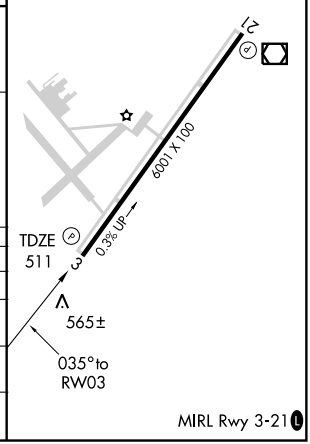
Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 902, LNAV/VNAV DA to 1002, and all MDA 40 feet; Increase LNAV/VNAV visibility all Cats., LNAV Cats. C/D visibility, and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct KOZJE and right turn via 150° track to ZIGAG and right turn via 253° track to AYURO and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
118.425	125.45 381.5	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	868-1¼ 357 (400-1¼)			
LNAV/VNAV DA	968-1½ 457 (500-1½)			
LNAV MDA	1080-1 569 (600-1)		1080-1½ 569 (600-1½)	1080-1¾ 569 (600-1¾)
CIRCLING	1160-1 631 (700-1)	1180-1 651 (700-1)	1180-1¾ 651 (700-1¾)	1200-2¼ 671 (700-2¼)

MIRL Rwy 3-21

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 45608 W21A	APP CRS 215°	Rwy Idg 6001 TDZE 529 Apt Elev 529

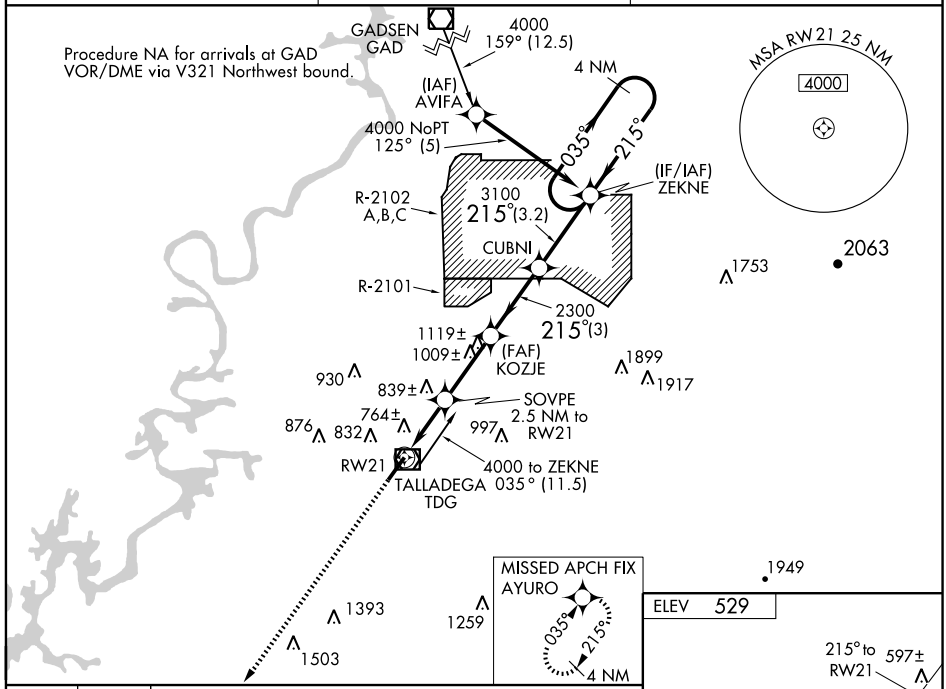
RNAV (GPS) RWY 21

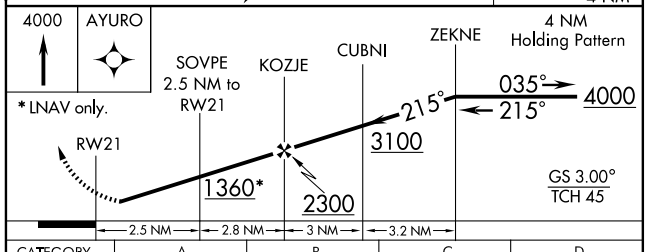
TALLADEGA MUNI (ASN)

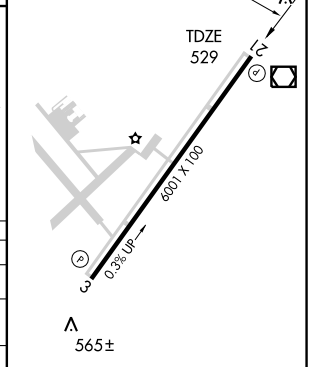
Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 922, LNAV/VNAV DA to 1179, and all MDA 40 feet; increase LPV visbility all Cats., LNAV Cats. C/D visibility, and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct AYURO and hold, continue climb-in-hold to 4000.

AWOS-3	BIRMINGHAM APP CON	UNICOM
118.425	125.45 381.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	888-1¼ 359 (400-1¼)			
LNAV/VNAV DA	1145-2¼ 616 (700-2¼)			
LNAV MDA	1100-1 571 (600-1)		1100-1½ 571 (600-1½)	1100-1¾ 571 (600-1¾)
CIRCLING	1160-1 631 (700-1)	1180-1 651 (700-1)	1180-1¾ 651 (700-1¾)	1200-2¼ 671 (700-2¼)

MIRL Rwy 3-21 L

SE-4, 03 JUN 2010 to 01 JUL 2010

TALLADEGA, ALABAMA

AL-5656 (FAA)

VOR/DME TDG	APP CRS	Rwy Idg	N/A
108.8	070°	TDZE	N/A
Chan 25		Apt Elev	529

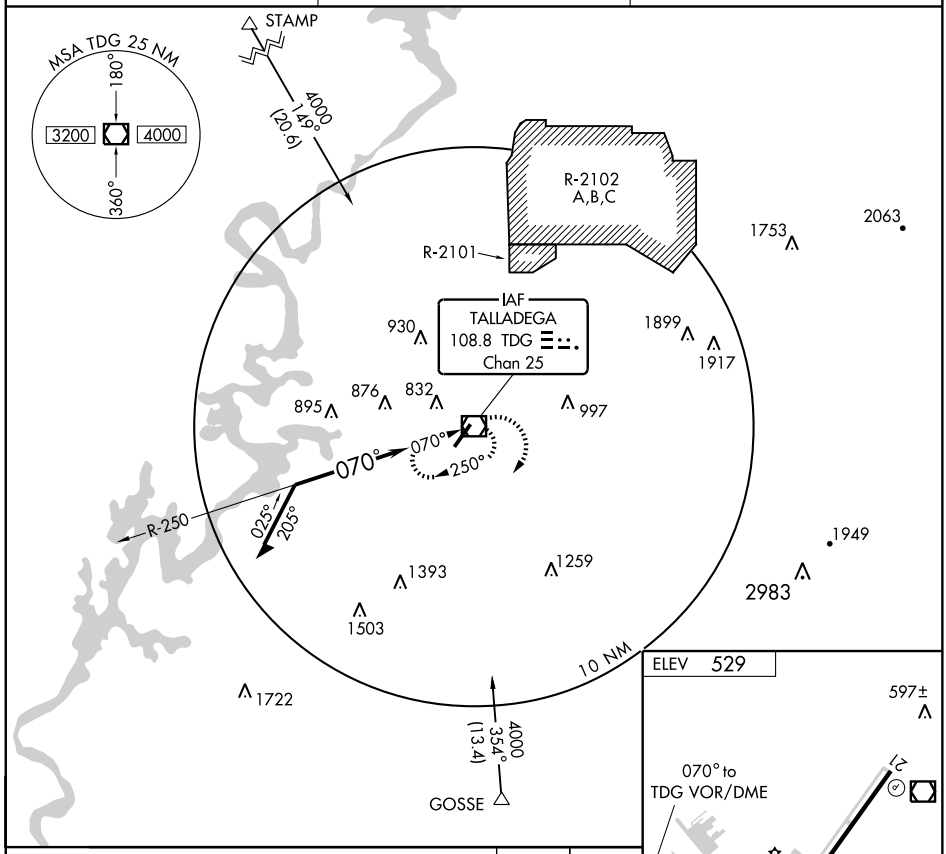
VOR-A

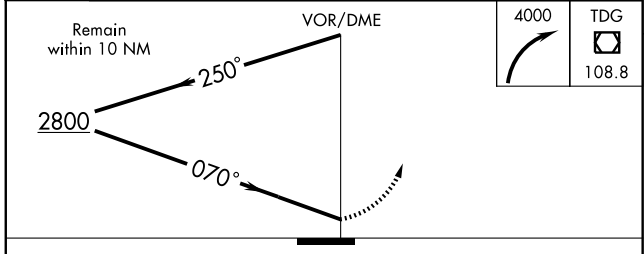
TALLADEGA MUNI (ASN)

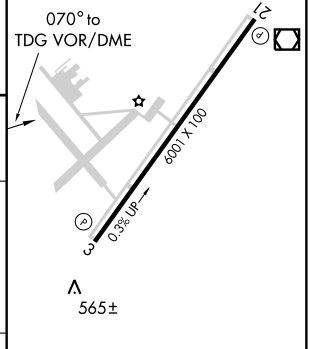
When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 40 feet; increase circling Cats. C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 in TDG VOR/DME holding pattern.

AWOS-3	BIRMINGHAM APP CON	UNICOM
118.425	125.45 381.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1300-1 771 (800-1)	1300-1¼ 771 (800-1¼)	1300-2¼ 771 (800-2¼)	1300-2½ 771 (800-2½)

MIRL Rwy 3-21 L

SE-4, 03 JUN 2010 to 01 JUL 2010

VOR/DME TDG	APP CRS	Rwy Idg	6001
108.8	039°	TDZE	511
Chan 25		Apt Elev	529

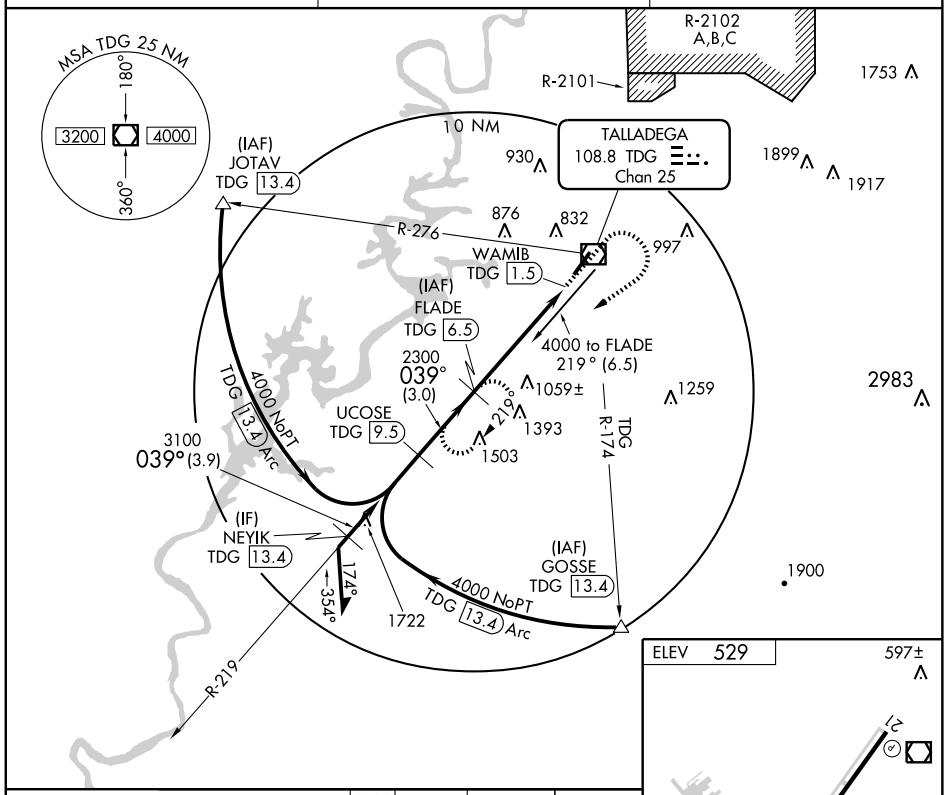
VOR/DME RWY 3

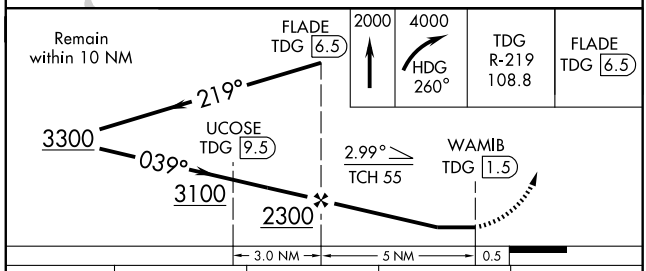
TALLADEGA MUNI (ASN)

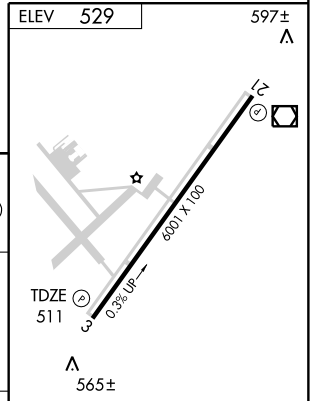
Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 40 feet; increase S-3 Cats C/D visibility and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 260° and TDG VOR/DME R-219 to FLADE/6.5 DME and hold.

AWOS-3	BIRMINGHAM APP CON	UNICOM
118.425	125.45 381.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	1180-1	669 (700-1)	1180-1¾ 669 (700-1¾)	1180-2 669 (700-2)
CIRCLING	1180-1	651 (700-1)	1180-1¾ 651 (700-1¾)	1200-2¼ 671 (700-2¼)

MIRL Rwy 3-21 L

SE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-TOI	APP CRS	Rwy Idg	5009
108.9	070°	TDZE	392
		Apt Elev	398

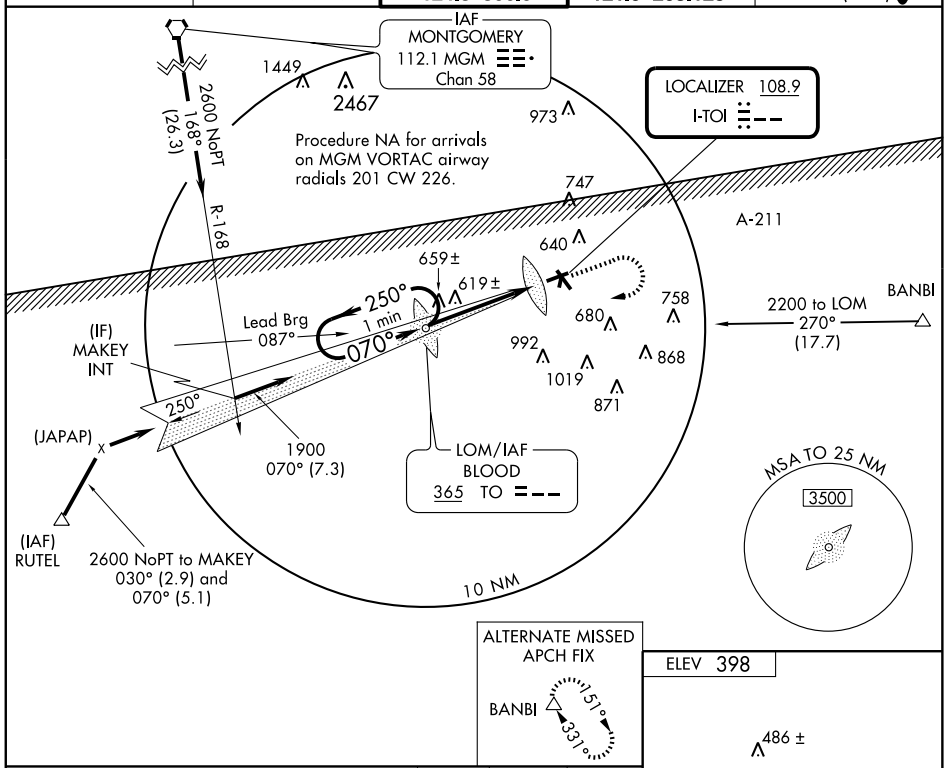
ILS or LOC RWY 7
TROY MUNI (TOI)

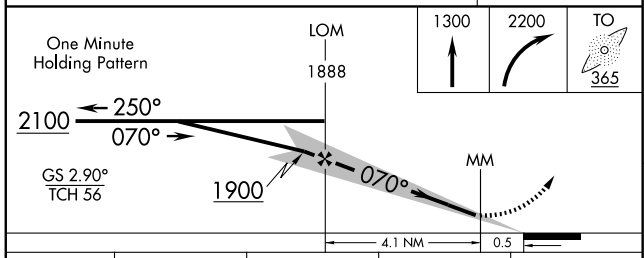
ASR/PAR

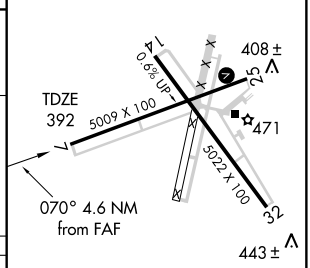
ADF Required. When local altimeter setting not received, use Montgomery altimeter setting and increase S-ILS 7 DA to 698 and all MDAs 120 feet; increase S-ILS 7 visibility all Cats ¼ mile, S-LOC 7 and Circling visibility Cats. C and D ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct BLOOD LOM and hold.

ATIS	CAIRNS APP CON ★	TROY TOWER ★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 7	597-¾ 205 (200-¾)			
S-LOC 7	880-1 488 (500-1)		880-1¼ 488 (500-1¼)	880-1½ 488 (500-1½)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L ★
MIRL Rwy 7-25 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 03 JUN 2010 to 01 JUL 2010

LOM TO	APP CRS		
365	070°	Rwy Idg	5009
		TDZE	392
		Apt Elev	398

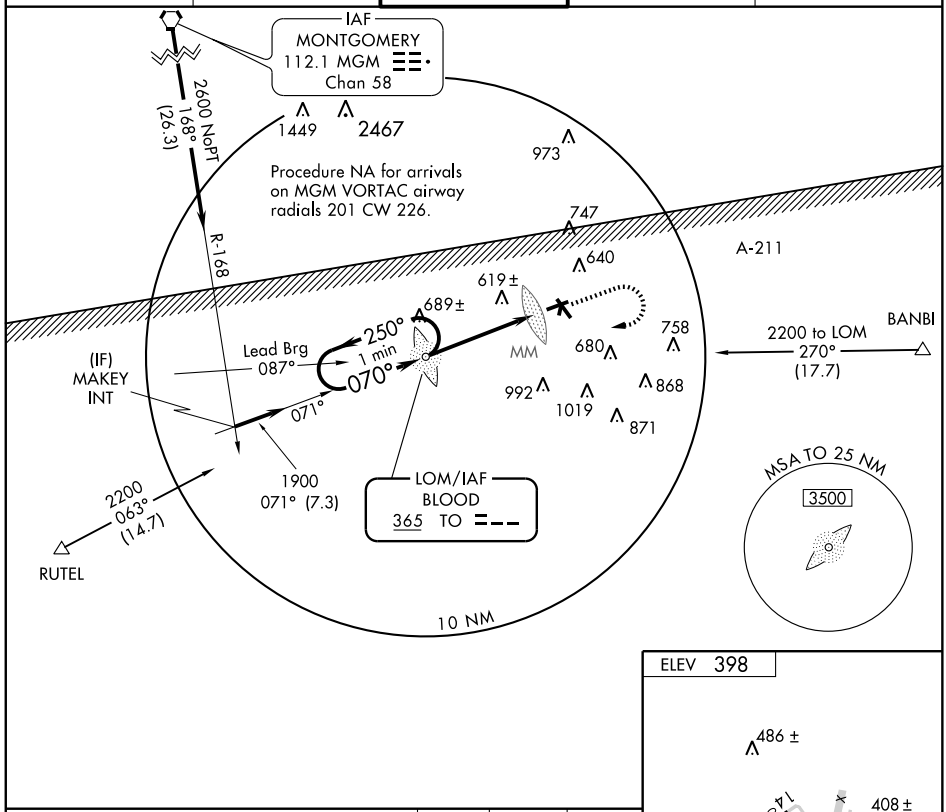
NDB RWY 7
TROY MUNI (TOI)

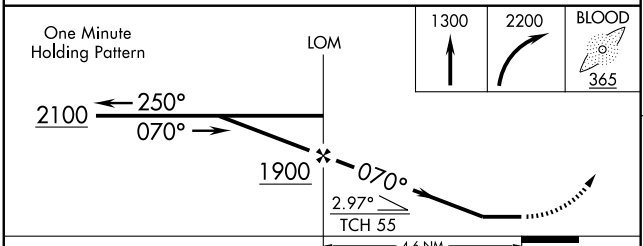
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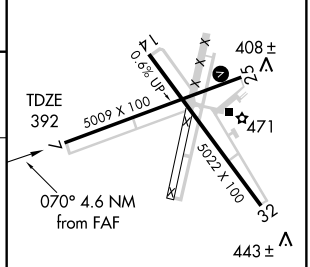
When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase S-7 and Circling Cats. C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct BLOOD LOM and hold.

ATIS	CAIRNS APP CON★	TROY TOWER★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-7	920-1	528 (600-1)	920-1½ 528 (600-1½)	920-1¾ 528 (600-1¾)
CIRCLING	940-1	542 (600-1)	940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L★
MIRL Rwy 7-25 L

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5009
CH 82006	070°	TDZE	392
W07A		Apt Elev	398

RNAV (GPS) RWY 7

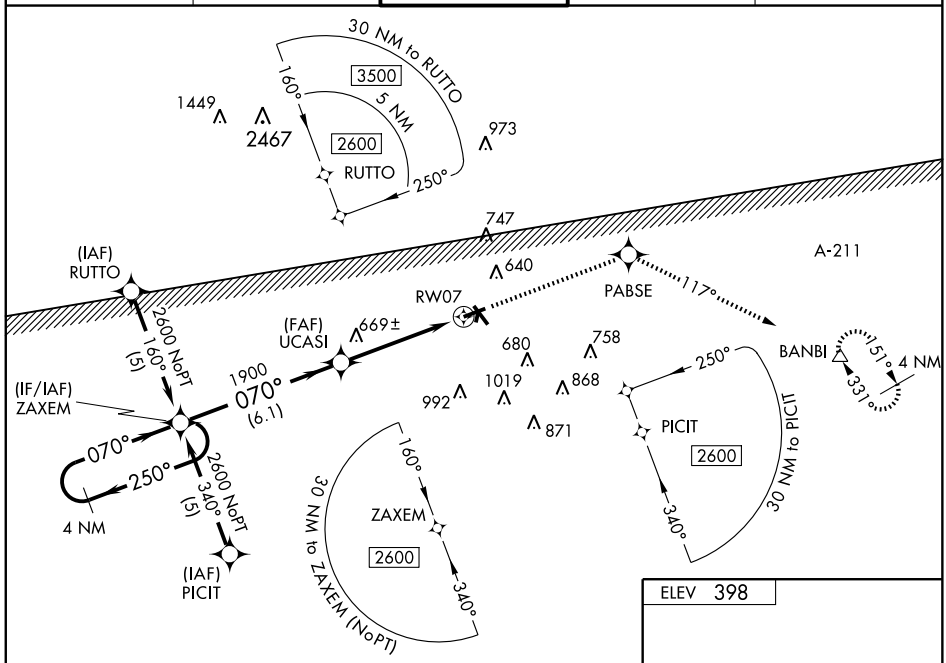
TROY MUNI (TOI)

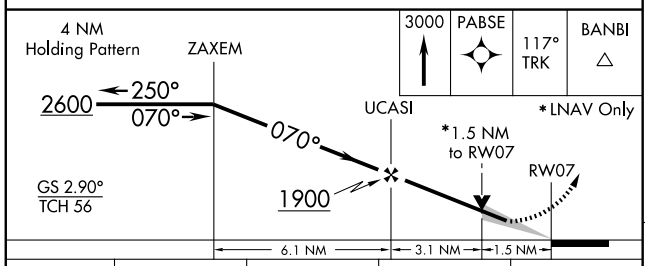
ASR/PAR

Circling to Rwy 14 NA at night. When VGSI inop, Circling Rwy 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DAs 101 feet, and all MDAs 120 feet; increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling visibility Cats. C and D ¼ mile. VDP and Baro-VNAV NA when using Montgomery altimeter setting.

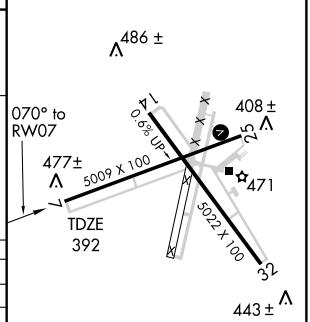
MISSED APPROACH: Climb to 3000 direct PABSE and via 117° track to BANBI and hold.

ATIS	CAIRNS APP CON ★	TROY TOWER ★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	597-¾ 205 (200-¾)			
LNAV/ VNAV DA	727-1¼ 335 (400-1¼)			
LNAV MDA	920-1 528 (600-1)		920-1½ 528 (600-1½)	920-1¾ 528 (600-1¾)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)



MIRL Rwy 14-32 L ★
MIRL Rwy 7-25 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5022
158°	TDZE	398
	Apt Elev	398

RNAV (GPS) RWY 14

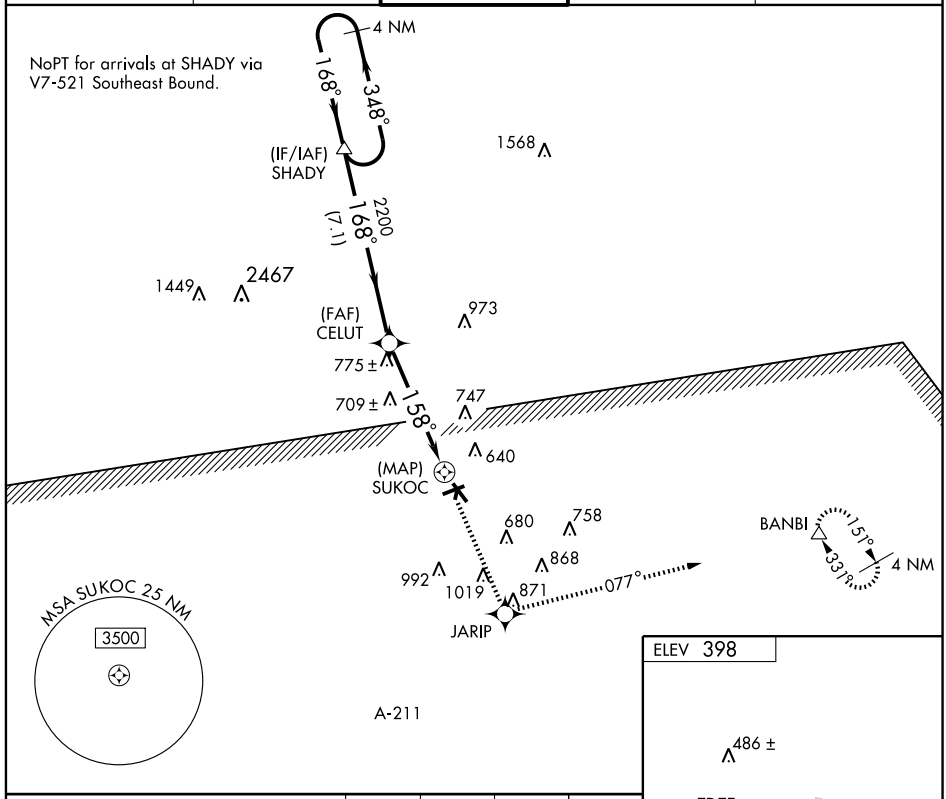
TROY MUNI (TOI)

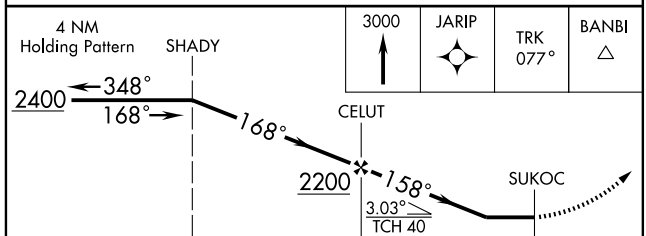
ASR/PAR

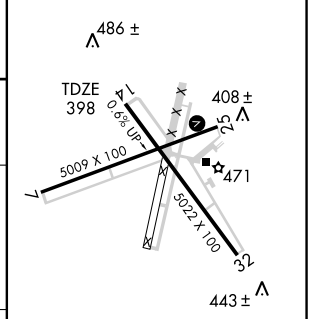
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase LNAV visibility Cats. C and D ¼ mile, increase Circling visibility Cat. C ½ mile and Cat. D ¼ mile.

MISSED APPROACH: Climb to 3000 direct JARIP and via 077° track to BANBI and hold.

ATIS	CAIRNS APP CON ★	TROY TOWER ★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	960-1	562 (600-1)	960-1½ 562 (600-1½)	960-1¾ 562 (600-1¾)
CIRCLING	960-1	562 (600-1)	960-1½ 562 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L ★
MIRL Rwy 7-25 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	5009
251°	TDZE	394
	Apt Elev	398

RNAV (GPS) RWY 25

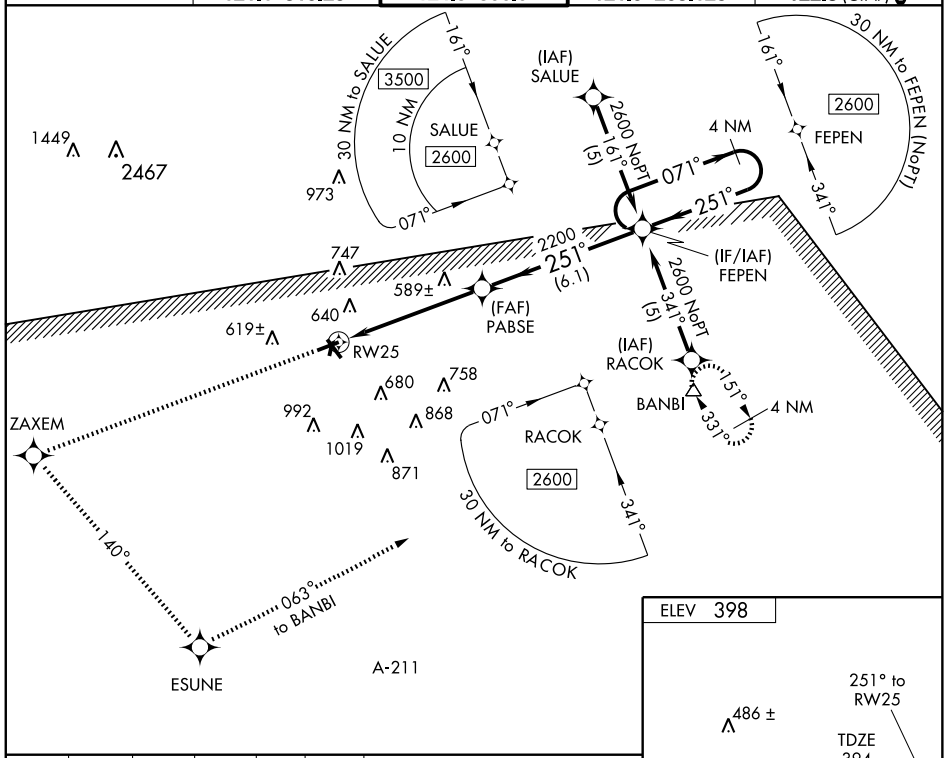
TROY MUNI (TOI)

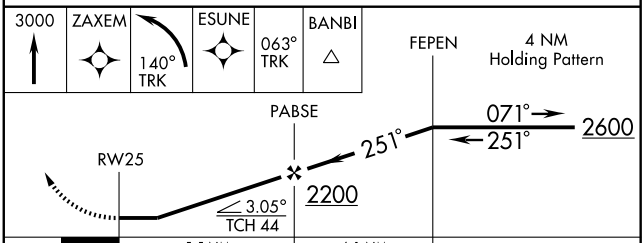
ASR/PAR

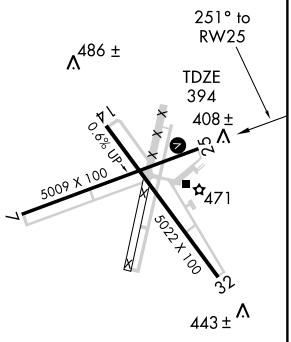
Circling to Rwy 14 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop, Straight-in/Circling Rwy 25 NA at night. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase LNAV and Circling visibility Cats. C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct ZAXEM and left turn via 140° track to ESUNE and via 063° track to BANBI and hold.

ATIS	CAIRNS APP CON★	TROY TOWER★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1 446 (500-1)		840-1¼ 446 (500-1¼)	840-1½ 446 (500-1½)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 L★
MIRL Rwy 7-25 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 53506 W32A	APP CRS 324°	Rwy Idg 5022 TDZE 393 Apt Elev 398

RNAV (GPS) RWY 32

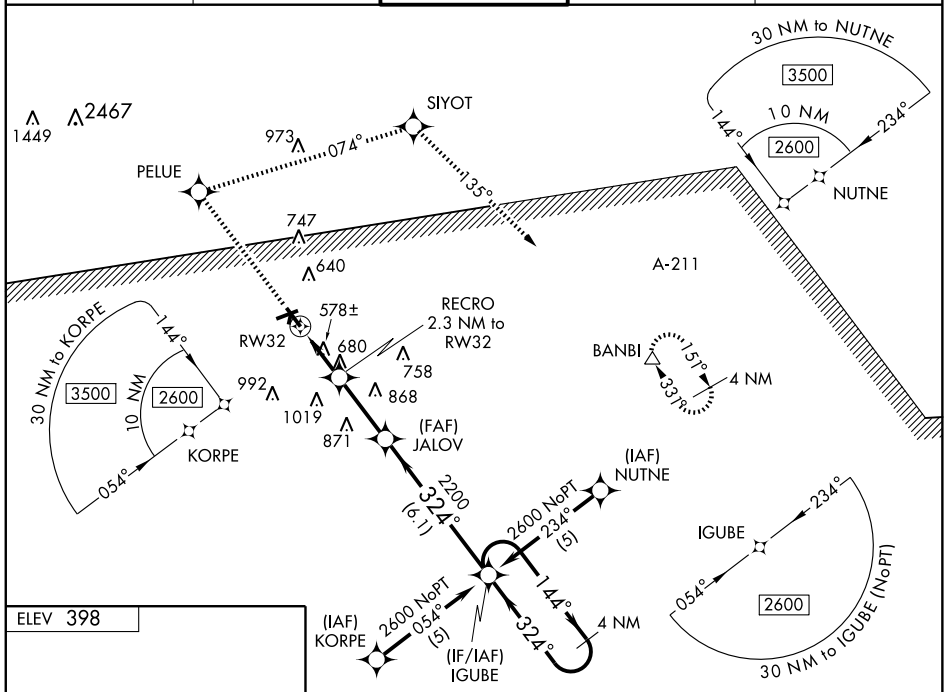
TROY MUNI (TOI)

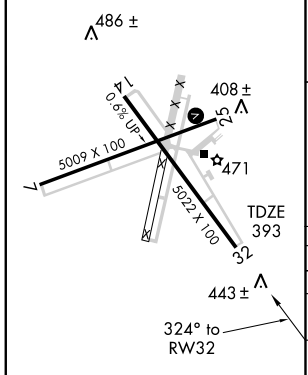
ASR/PAR

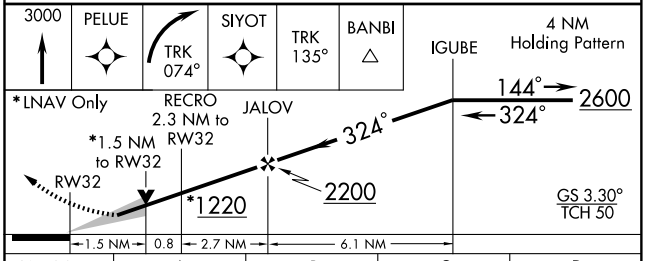
Circling to Rwy 14 NA at night. When VGSI inop, Circling Rwy 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV, VDP, and Baro-VNAV NA when using Montgomery altimeter setting. When local altimeter setting not received, use Montgomery altimeter setting and increase all DAs 101 feet, and all MDAs 120 feet; increase LPV and LNAV/VNAV all Cats. and Circling Cats. C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct PELUE and right turn via 074° track to SIYOT and via 135° track to BANBI and hold.

ATIS	CAIRNS APP CON★	TROY TOWER★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	645-1 252 (300-1)			NA
LNAV/VNAV DA	879-1¾ 486 (500-1¾)			NA
LNAV MDA	940-1 547 (600-1)		940-1½ 547 (600-1½)	940-1¾ 547 (600-1¾)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)

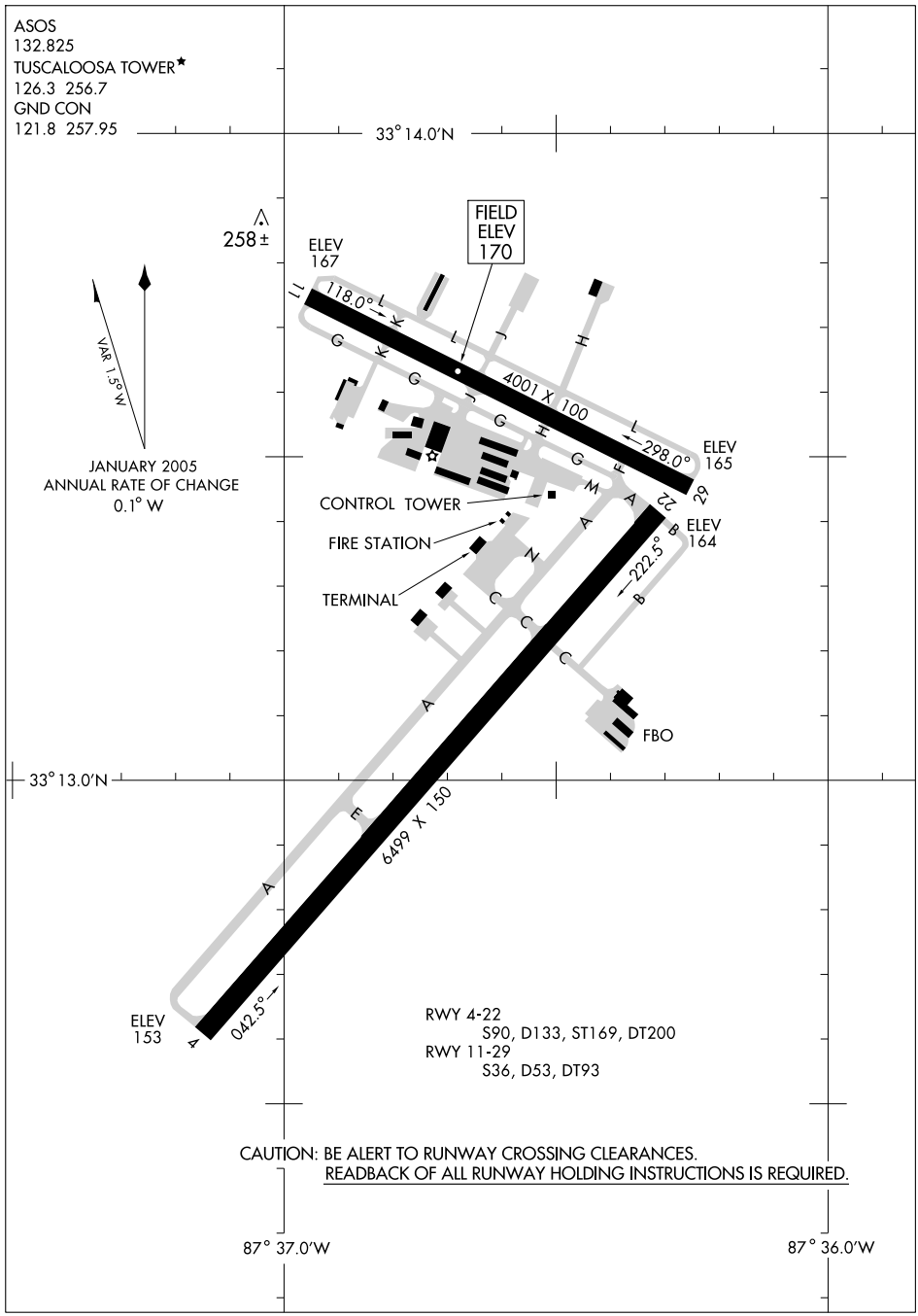
MIRL Rwy 14-32 L★
MIRL Rwy 7-25 L

SE-4, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-487 (FAA)

TUSCALOOSA RGNL (TCL)
TUSCALOOSA, ALABAMA



SE-4, 03 JUN 2010 to 01 JUL 2010

LOC I-TCL	APP CRS	Rwy Idg	6499
109.1	041°	TDZE	159
		Apt Elev	170

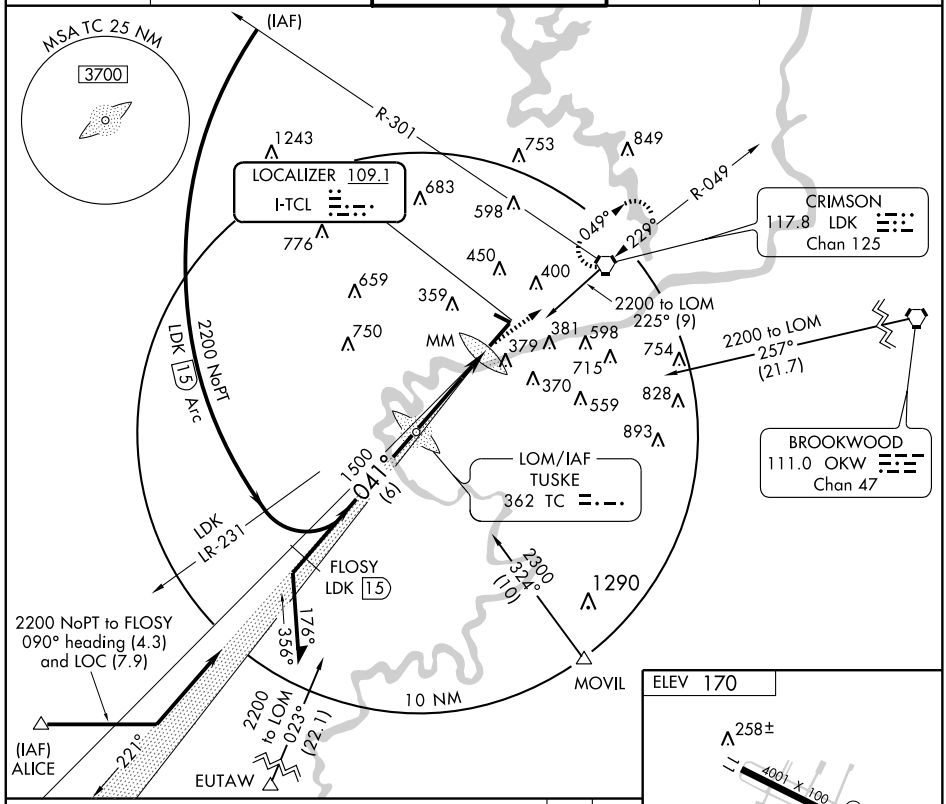
ILS RWY 4
TUSCALOOSA RGNL (TCL)

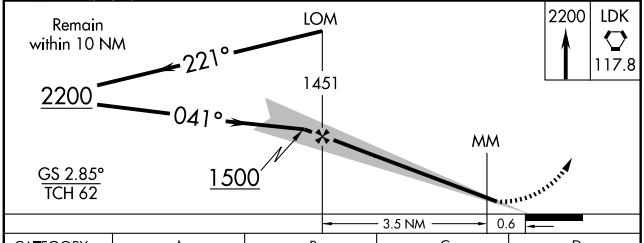
For inoperative MALSR increase S-LOC 4 visibility to 1.

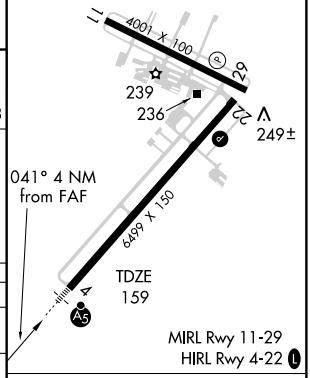
MALSR

MISSED APPROACH: Climb to 2200 direct LDK VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







CATEGORY	A	B	C	D
S-ILS 4	359-½ 200 (200-½)			
S-LOC 4	500-½ 341 (400-½)			500-¾ 341 (400-¾)
CIRCLING	800-1 630 (700-1)		800-1¾ 630 (700-1¾)	800-2 630 (700-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6499
CH 48906	041°	TDZE	159
W04A		Apt Elev	170

RNAV (GPS) RWY 4

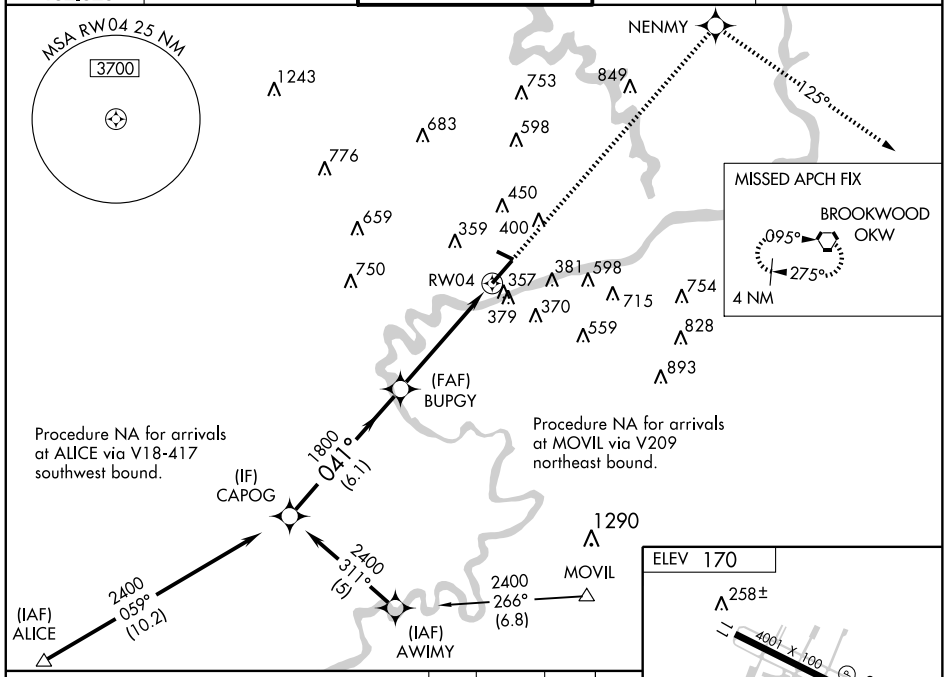
TUSCALOOSA RGNL (TCL)

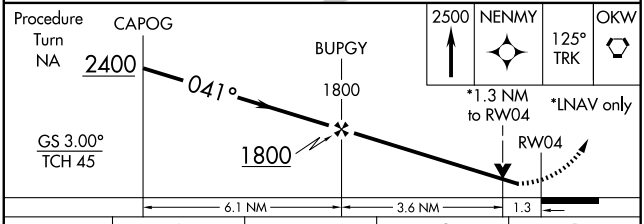
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase LPV and LNAV/VNAV DA 177', all MDAs 180', LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D visibility ½ mile, Circling Cat B visibility ¼ mile, and Cats C and D visibility ½ mile. VDP and Baro-VNAV NA when using Birmingham altimeter setting. For inoperative MALSR, increase LNAV Cats A and B visibility ¼ mile. For inoperative MALSR, when using Birmingham altimeter setting; increase LPV all Cats visibility ½ mile, and LNAV Cat A and B visibility ¼ mile.

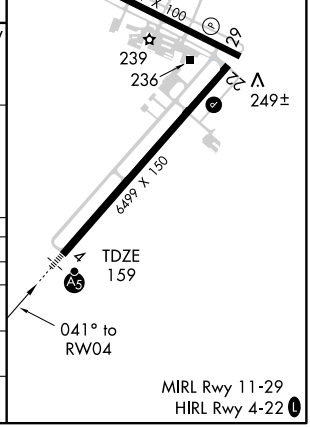
MALSR

MISSED APPROACH: Climb to 2500 direct NENMY then via 125° track to OKW VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







CATEGORY	A	B	C	D
LPV DA	409-¾ 250 (300-¾)			
LNAV/ VNAV DA	608-1 449 (500-1)			
LNAV MDA	620-¾ 461 (500-¾)			620-1 461 (500-1)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29
HIRL Rwy 4-22 L

SE-4, 03 JUN 2010 to 01 JUL 2010

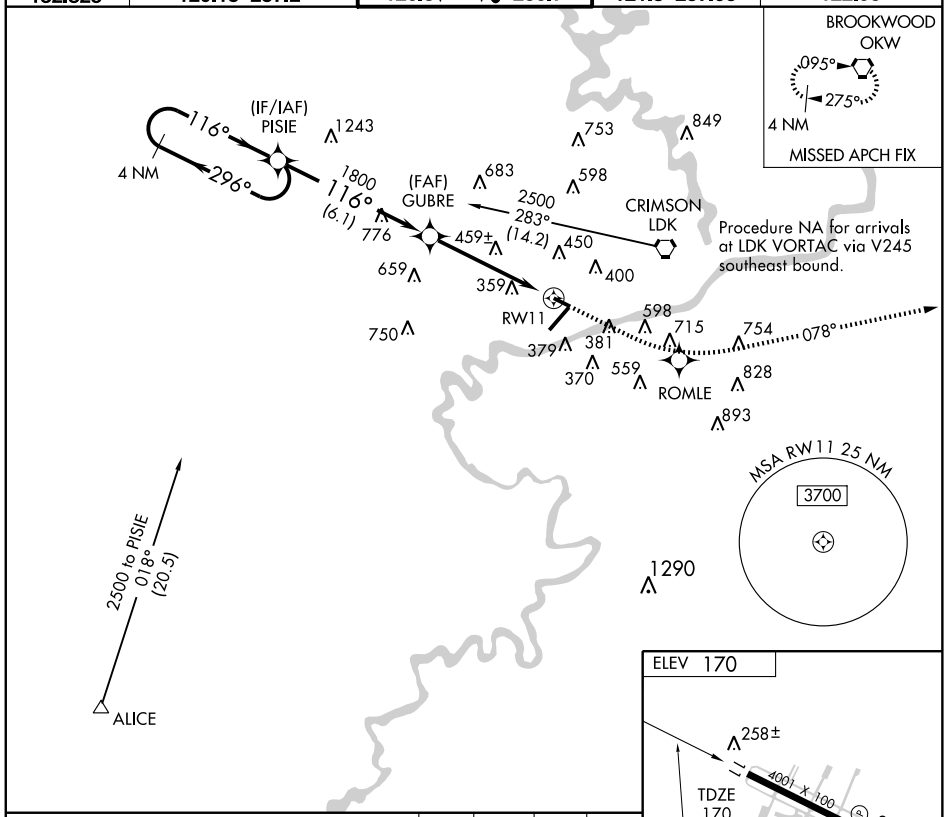
APP CRS	Rwy ldg	4001
116°	TDZE	170
	Apt Elev	170

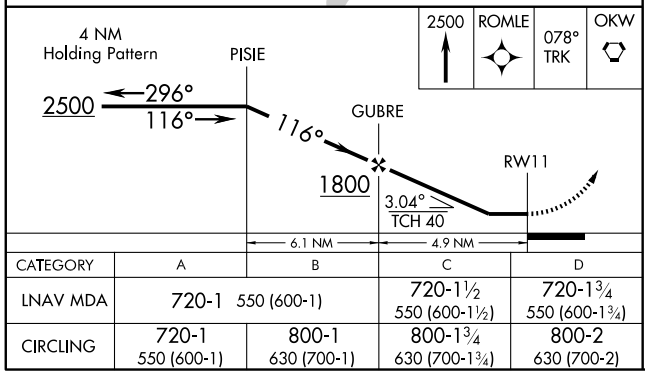
RNAV (GPS) RWY 11
TUSCALOOSA RGNL (TCL)

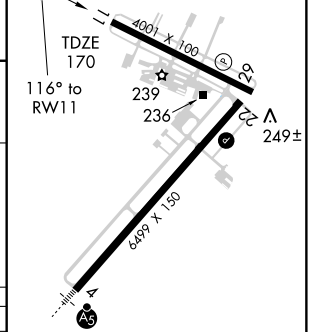
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night when control tower closed. When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 180', LNAV Cat. C and D visibility ½ mile, Circling Cat. B visibility ¼ mile, Cat. C and D visibility ½ mile.

MISSED APPROACH: Climb to 2500 direct ROMLE then via 078° track to OKW VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







CATEGORY	A	B	C	D
LNAV MDA	720-1 550 (600-1)		720-1½ 550 (600-1½)	720-1¾ 550 (600-1¾)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29
HIRL Rwy 4-22 L

SE-4, 03 JUN 2010 to 01 JUL 2010

WAAS CH 81918 W22A	APP CRS 221°	Rwy Idg 6499 TDZE 164 Apt Elev 170

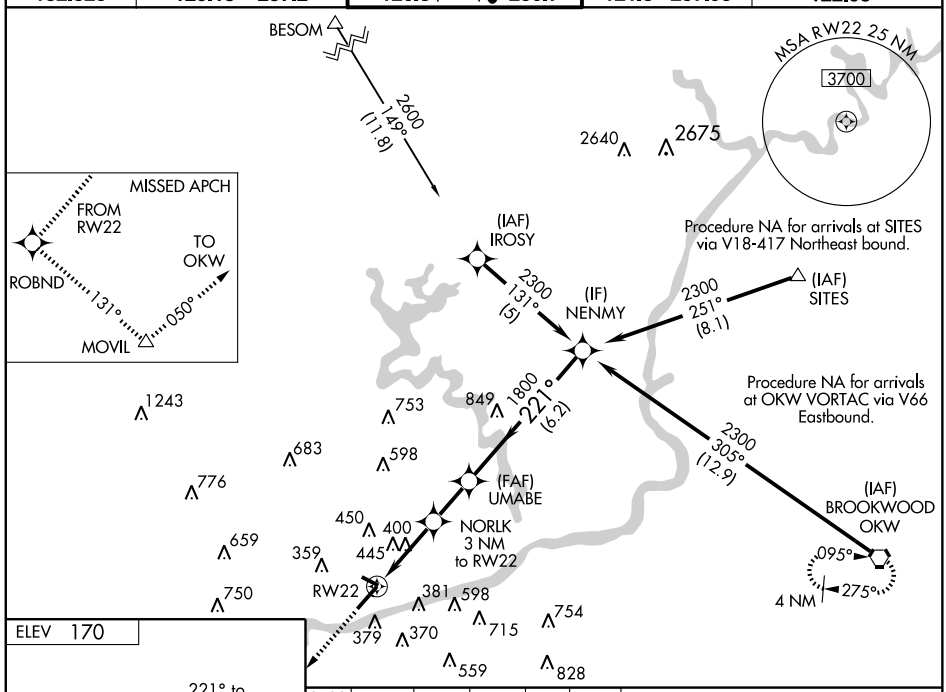
RNAV (GPS) RWY 22

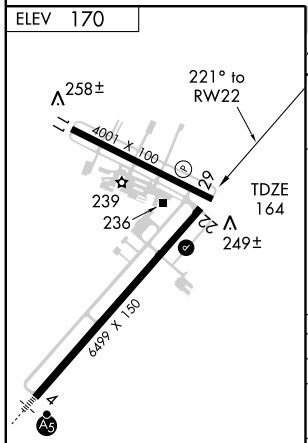
TUSCALOOSA RGNL (TCL)

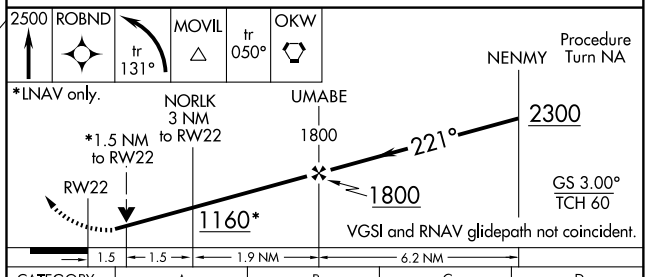
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA/MDA 180 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV visibility ¾ mile, LNAV Cat C and D visibility ½ mile, circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. Baro-VNAV and VDP NA when using Birmingham altimeter setting.

MISSED APPROACH: Climb to 2500 direct ROBND and left turn on track 131° to MOVIL and on 050° track to OKW VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







CATEGORY	A	B	C	D
LPV DA	582-1½ 418 (500-1½)			
LNAV/VNAV DA	759-2 595 (600-2)			
LNAV MDA	700-1 536 (600-1)		700-1½ 536 (600-1½)	700-1¾ 536 (600-1¾)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29
HIRL Rwy 4-22 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4001
297°	TDZE	170
	Apt Elev	170

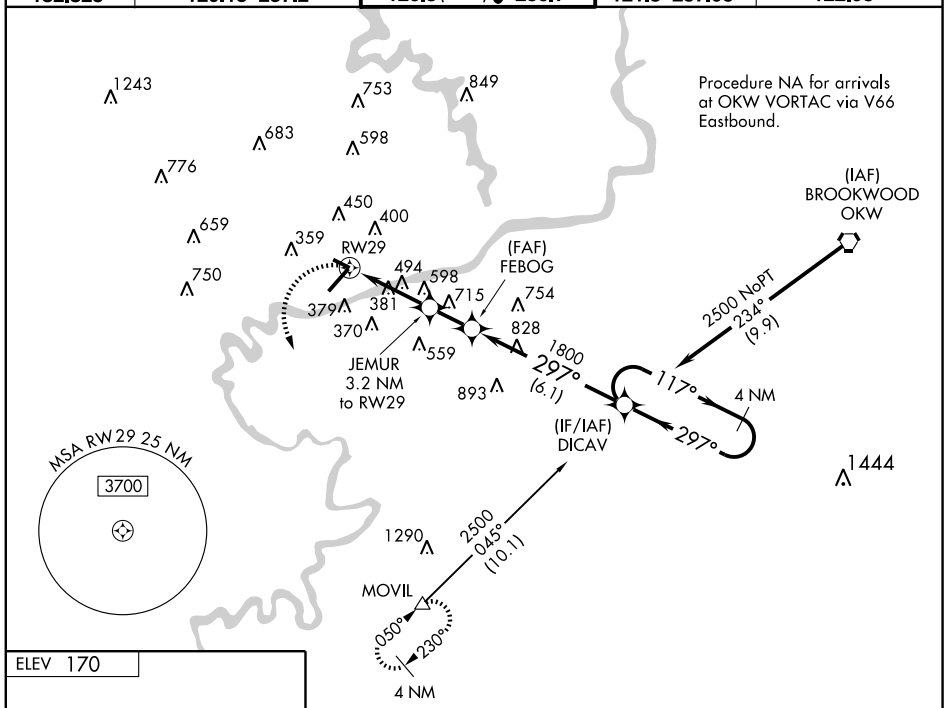
RNAV (GPS) RWY 29

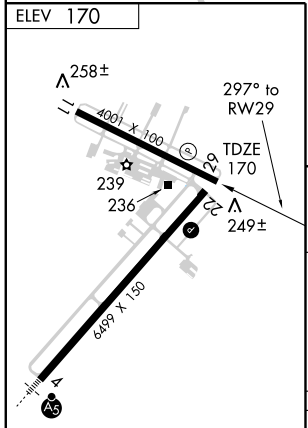
TUSCALOOSA RGNL (TCL)

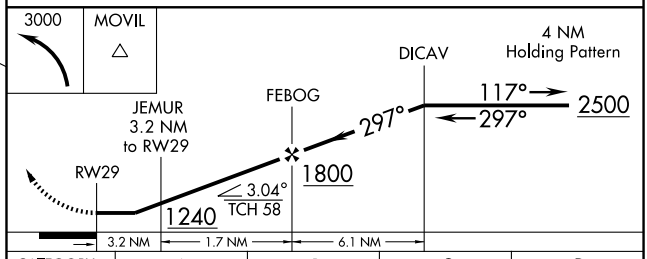
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night when control tower closed. When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 180', LNAV Cat B visibility ¼ mile, Cat C and D visibility ¾ mile, Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3000 direct MOVIL and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







CATEGORY	A	B	C	D
LNAV MDA	760-1 590 (600-1)		760-1½ 590 (600-1½)	760-1¾ 590 (600-1¾)
CIRCLING	760-1 590 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29
HIRL Rwy 4-22 L

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC LDK	APP CRS	Rwy Idg	6499
117.8	052°	TDZE	159
Chan 125		Apt Elev	170

VOR or TACAN RWY 4

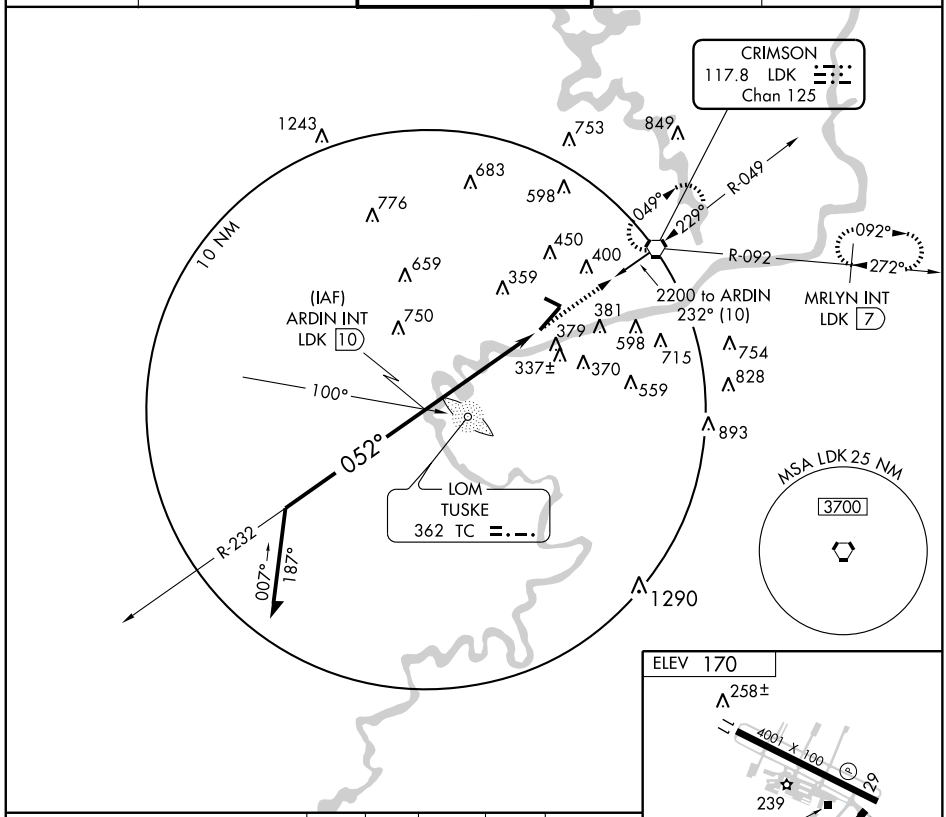
TUSCALOOSA RGNL (TCL)

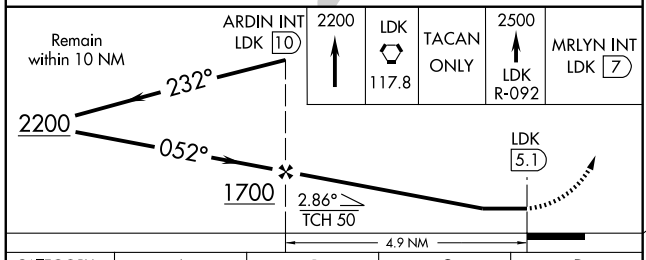
DME OR ADF REQUIRED

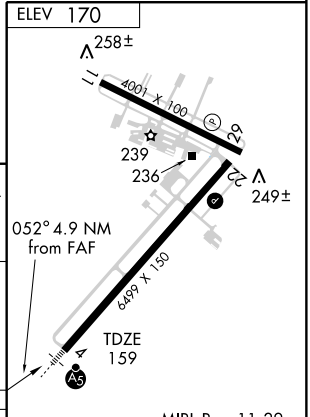
MALSR

MISSED APPROACH: Climb to 2200 direct LDK VORTAC and hold. (TACAN aircraft continue to 2500 via LDK R-092 to MRLYN Int/7 DME and hold E, right turns, 272° inbound.)

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) L 256.7	121.8 257.95	122.95







MIRL Rwy 11-29
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	620-½ 461 (500-½)		620-¾ 461 (500-¾)	620-1 461 (500-1)
CIRCLING	800-1 630 (700-1)		800-1¾ 630 (700-1¾)	800-2 630 (700-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC LDK	APP CRS	Rwy Idg	6499
117.8	235°	TDZE	164
Chan 125		Apt Elev	170

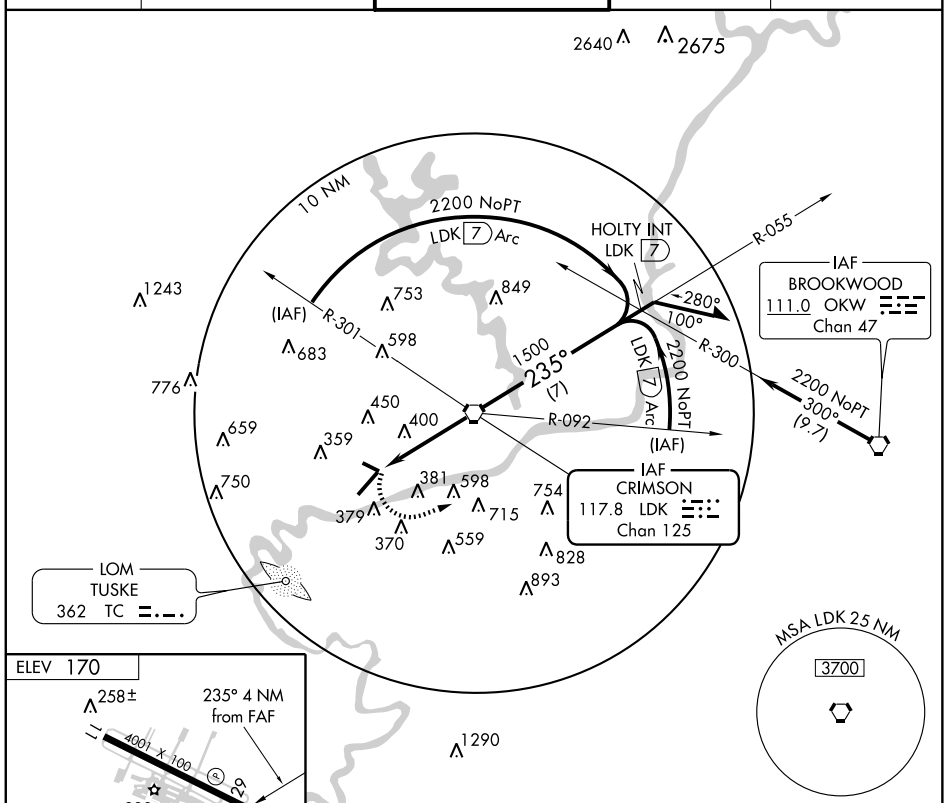
VOR or TACAN RWY 22

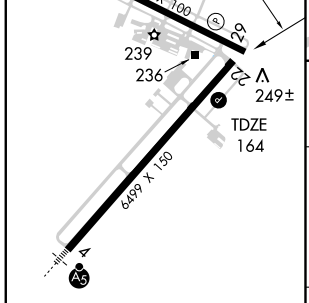
TUSCALOOSA RGNL (TCL)

Visibility reduction by helicopters NA.

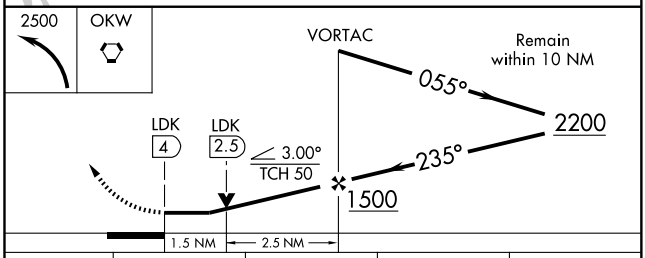
MISSED APPROACH: Climbing left turn to 2500 direct OKW VORTAC.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
132.825	120.15 257.2	126.3 (CTAF) Ⓛ 256.7	121.8 257.95	122.95





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-22	700-1	536 (600-1)	700-1½ 536 (600-1½)	700-1¾ 536 (600-1¾)
CIRCLING	800-1	630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5003
131°	TDZE	263
	Apt Elev	264

RNAV (GPS) RWY 13

TUSKEGEE/MOTON FIELD MUNI (06A)

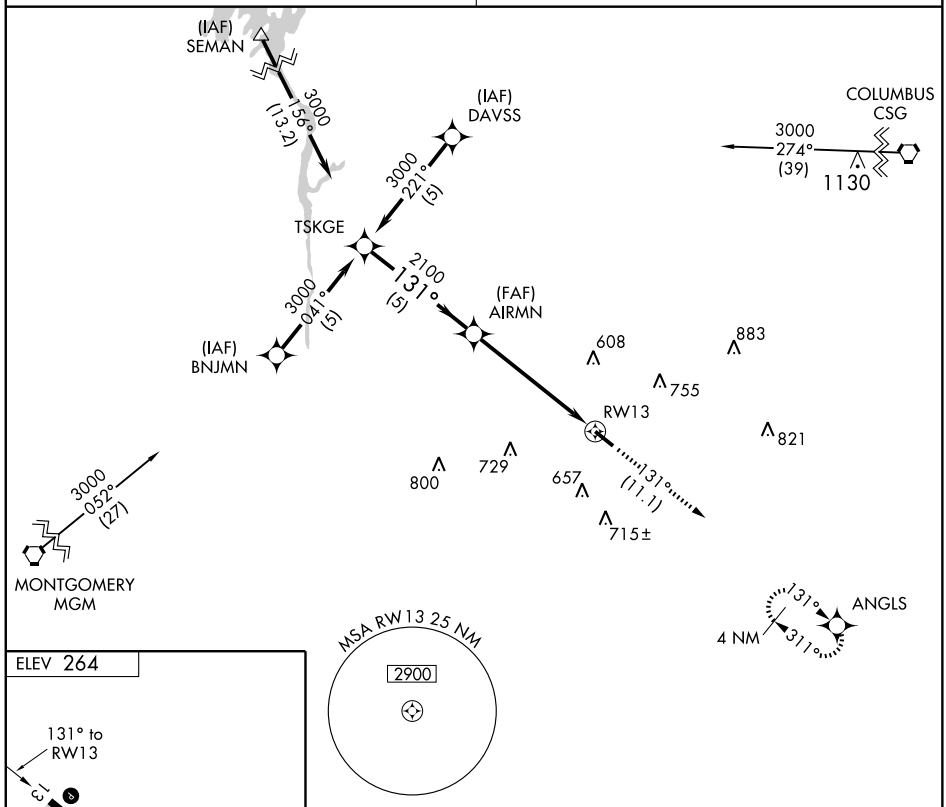
T
A NA

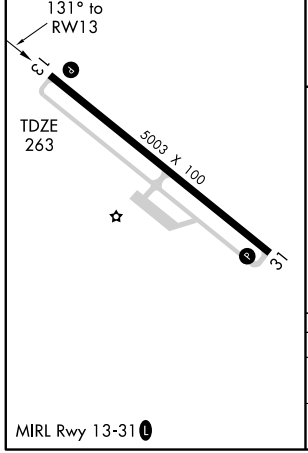
Use Montgomery altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

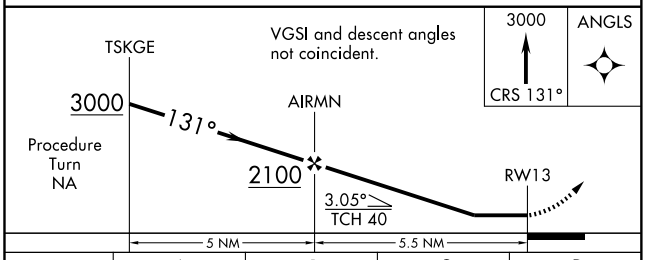
MISSED APPROACH: Climb to 3000 via 131° course to ANGLS WP and hold.

ATLANTA APP CON ★
125.5 323.1

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	860-1 597 (600-1)		860-1½ 597 (600-1½)	860-1¾ 597 (600-1¾)
CIRCLING	960-1 696 (700-1)	1000-1 736 (800-1)	1000-2 736 (800-2)	1060-2½ 796 (800-2½)

MIRL Rwy 13-31 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5003
311°	TDZE	263
	Apt Elev	264

RNAV (GPS) RWY 31

TUSKEGEE/MOTON FIELD MUNI (06A)

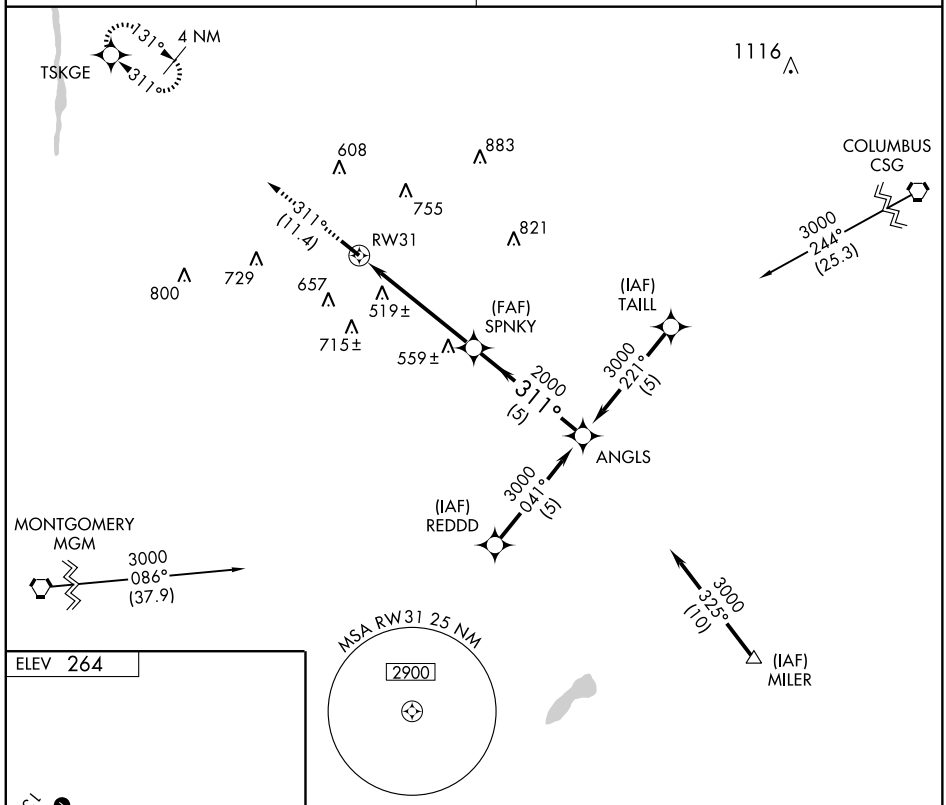
NA

Use Montgomery altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

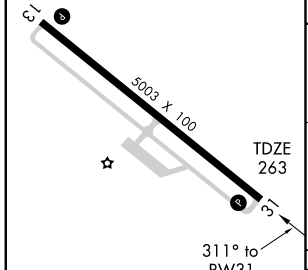
MISSED APPROACH: Climb to 3000 via 311° course to TSKGE WP and hold.

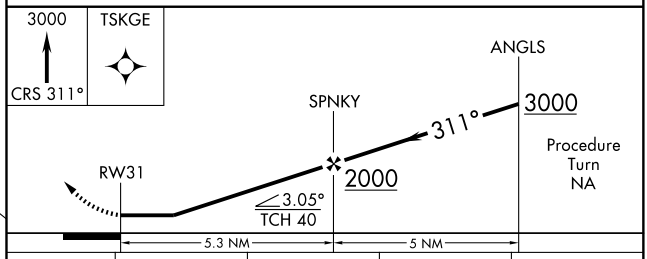
ATLANTA APP CON ★
125.5 323.1

UNICOM
122.8 (CTAF) L



ELEV 264





CATEGORY	A	B	C	D
LNAV MDA	880-1 617 (700-1)		880-1¾ 617 (700-1¾)	880-2 617 (700-2)
CIRCLING	960-1 696 (700-1)	1000-1 736 (800-1)	1000-2 736 (800-2)	1060-2½ 796 (800-2½)

MIRL Rwy 13-31 L

SE-4, 03 JUN 2010 to 01 JUL 2010

VOR/DME TGE	APP CRS	Rwy Idg	N/A
117.3	198°	TDZE	N/A
Chan 120		Apt Elev	264

VOR-A

TUSKEGEE/MOTON FIELD MUNI (06A)

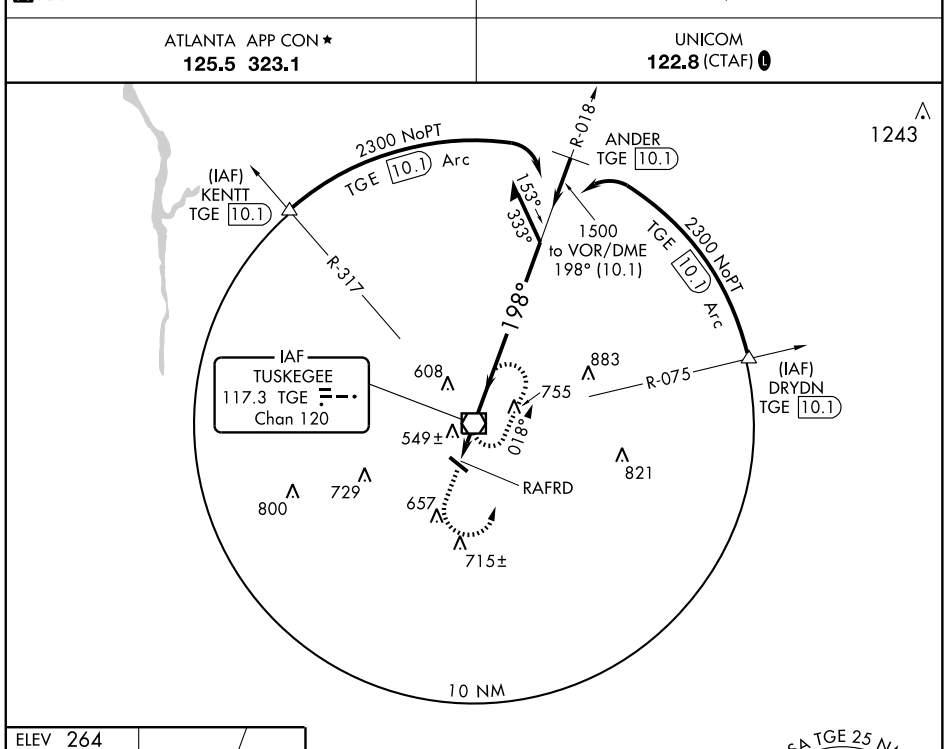
NA

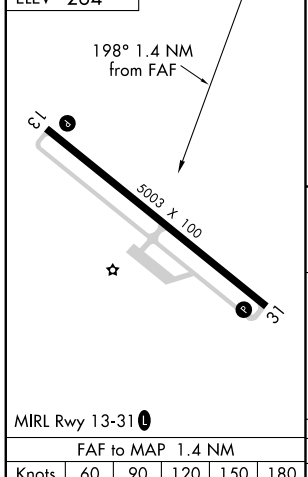
Use Montgomery altimeter setting.

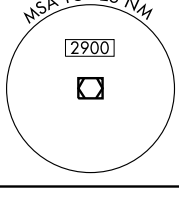
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct TGE VOR/DME and hold.

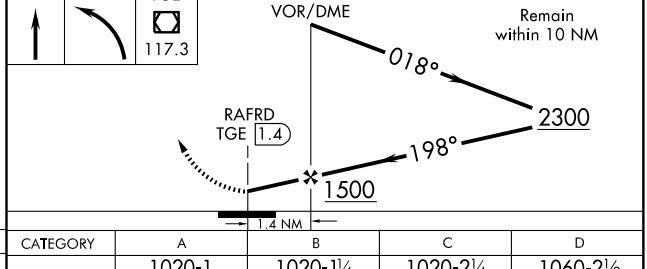
ATLANTA APP CON ★
125.5 323.1

UNICOM
122.8 (CTAF) L









FAF to MAP 1.4 NM					
Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	A	B	C	D
CIRCLING	1020-1 756 (800-1)	1020-1¼ 756 (800-1¼)	1020-2¼ 756 (800-2¼)	1060-2½ 796 (800-2½)

SE-4, 03 JUN 2010 to 01 JUL 2010

VORTAC HAB	APP CRS	Rwy Idg	N/A
110.4	193°	TDZE	N/A
Chan 41		Apt Elev	463

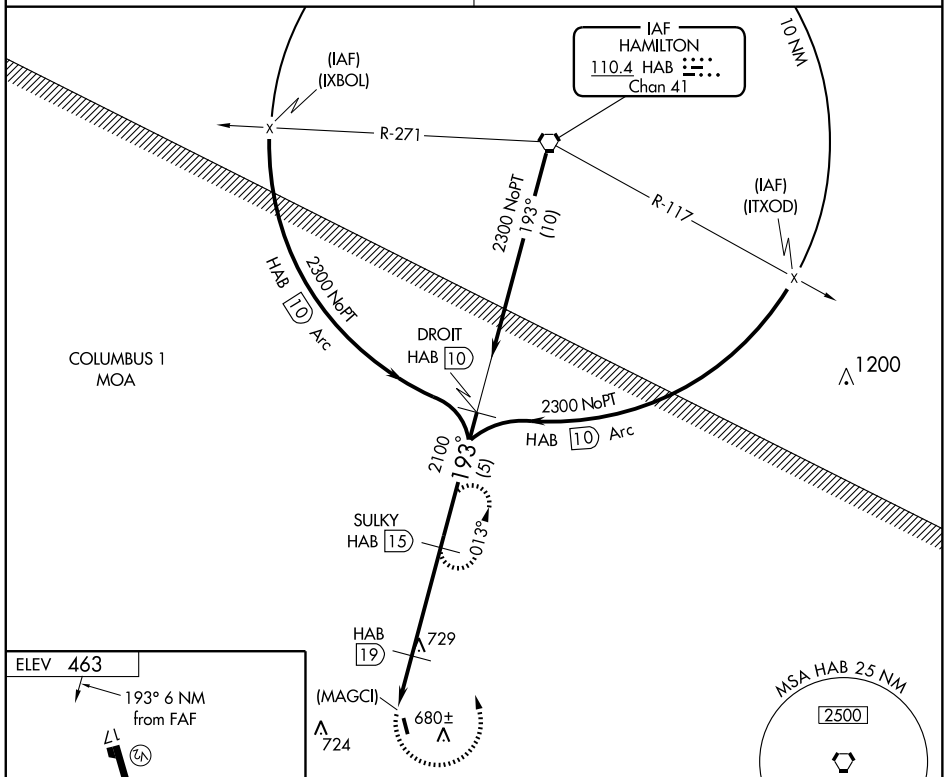
VOR/DME or GPS-A

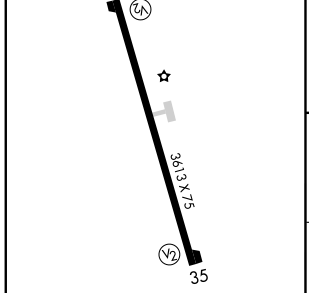
VERNON/LAMAR COUNTY (M55)

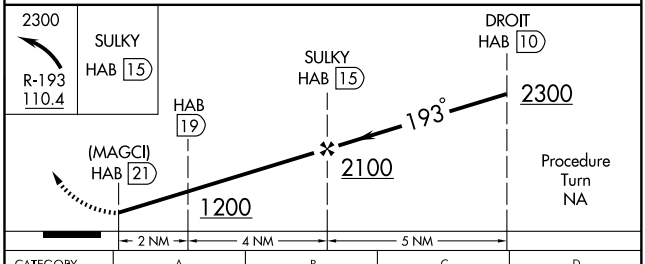
NA Use Columbus, MS approach control altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 to intercept R-193 to SULKY 15 DME and hold.

COLUMBUS APP CON★	CTAF
126.075 239.25	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1060-1 599 (600-1)	1060-1¼ 599 (600-1¼)	1060-1½ 599 (600-1½)	1060-2 599 (600-2)

MIRL Rwy 16-34 L

SE-4, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3011
092°	TDZE	197
	Apt Elev	197

RNAV (GPS) RWY 9

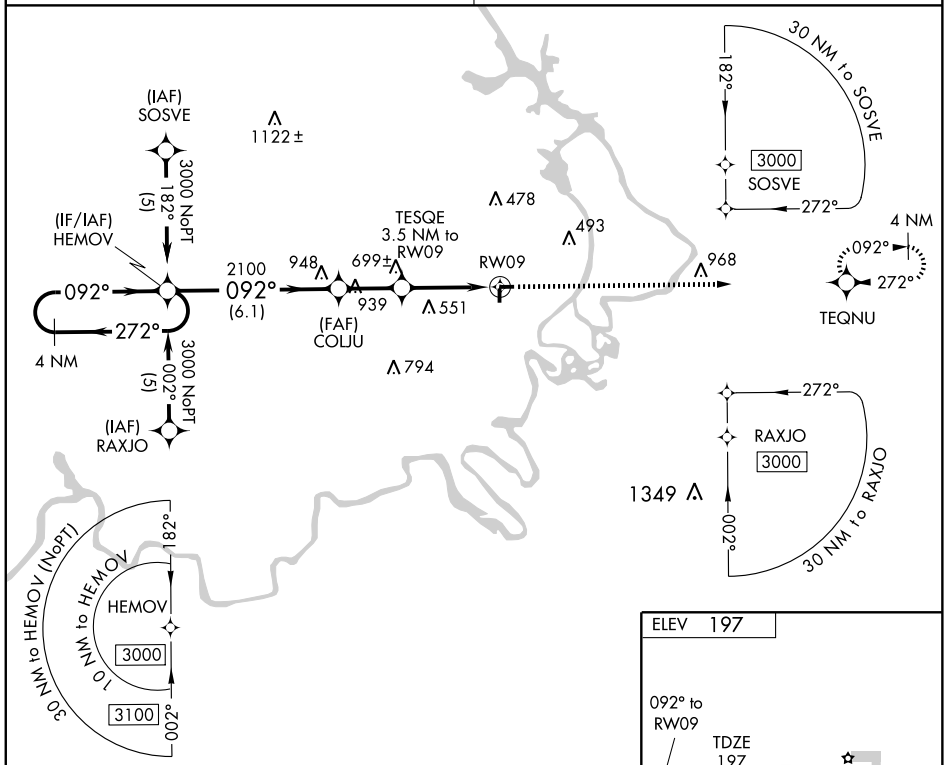
WETUMPKA MUNI (08A)

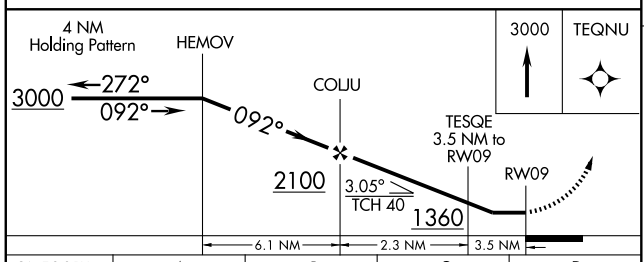
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA to Rwy 18-36. Use Montgomery Rgnl (Dannelly Field) altimeter setting; when not received, use Alexander City altimeter setting and increase all MDA 120 feet and increase LNAV Cat A visibility ¼ mile, LNAV Cat C visibility ½ mile, Circling Cat A visibility ¼ mile and Circling Cat C visibility ½ mile.

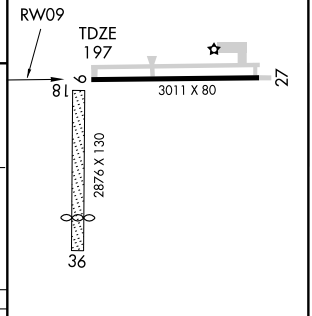
MISSED APPROACH: Climb to 3000 direct TEQNU and hold.

MONTGOMERY APP CON ★
121.2 **380.225**

UNICOM
123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1000-1 803 (900-1)	1000-1¼ 803 (900-1¼)	1000-2¼ 803 (900-2¼)	NA
CIRCLING	1000-1 803 (900-1)	1000-1¼ 803 (900-1¼)	1000-2¼ 803 (900-2¼)	NA

MIRL Rwy 9-27 L

APP CRS	Rwy Idg	3011
272°	TDZE	197
	Apt Elev	197

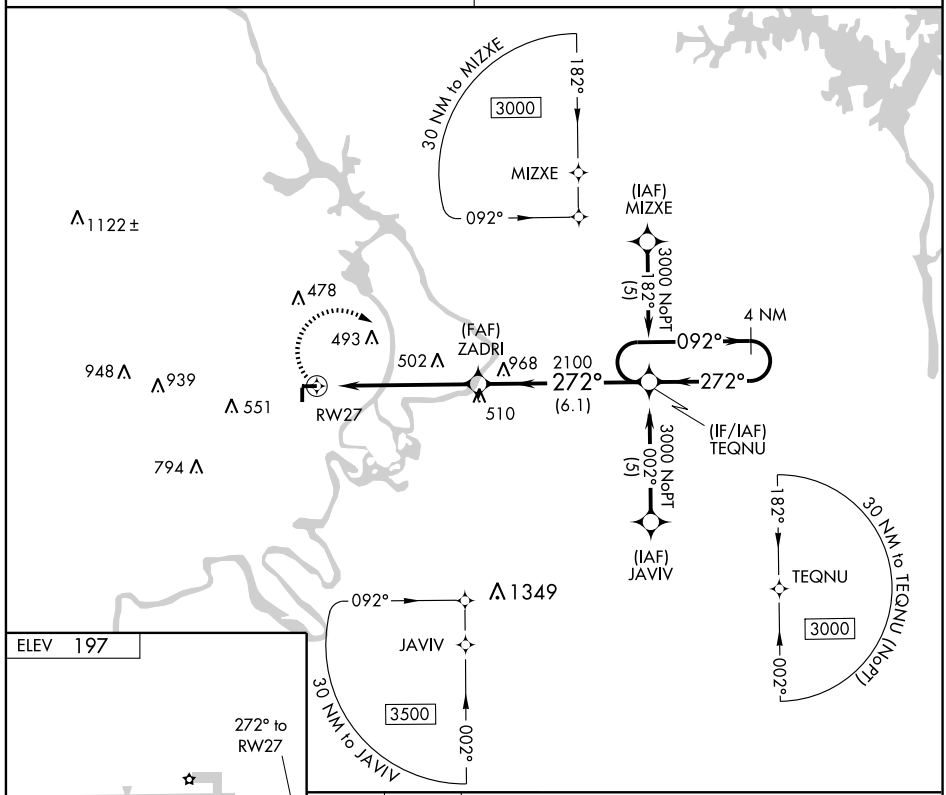
RNAV (GPS) RWY 27

WETUMPKA MUNI (08A)

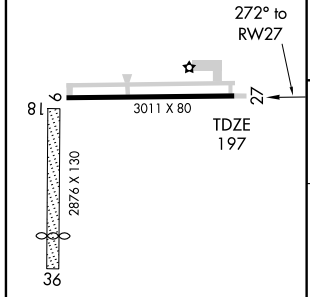
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Montgomery Rgnl (Dannelly Field) altimeter setting; when not received, use Alexander City altimeter setting and increase all MDA 120 feet and increase LNAV Cat C and Circling Cat C visibility ¼ mile. Circling NA to Rwy 18/36.

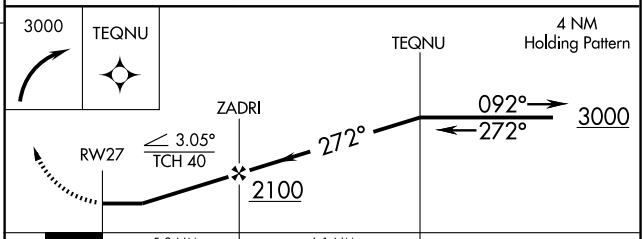
MISSED APPROACH: Climbing right turn to 3000 direct TEQNU and hold.

MONTGOMERY APP CON ★	UNICOM
121.2 380.225	123.05 (CTAF) L



ELEV 197





CATEGORY	A	B	C	D
LNAV MDA	800-1	603 (700-1)	800-1¾ 603 (700-1¾)	NA
CIRCLING	800-1	603 (700-1)	880-2 683 (700-2)	NA

MIRL Rwy 9-27 L

VORTAC MGM	APP CRS	Rwy Idg	N/A
112.1	176°	TDZE	N/A
Chan 58		Apt Elev	197

VOR-A

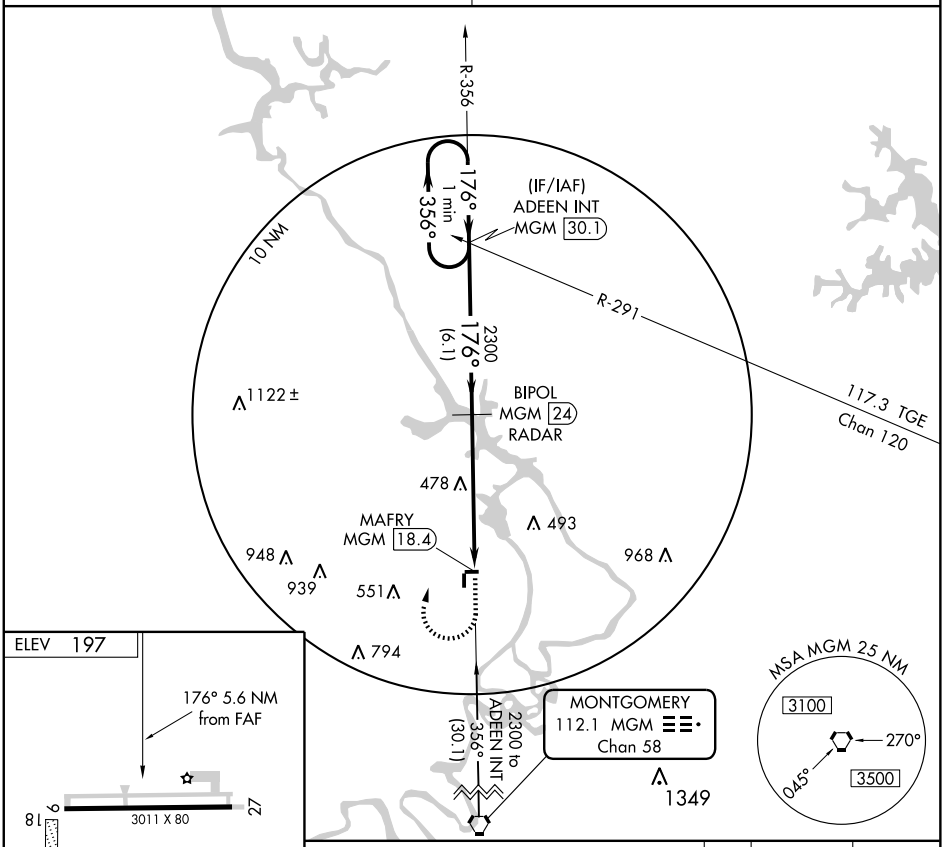
WETUMPKA MUNI (08A)

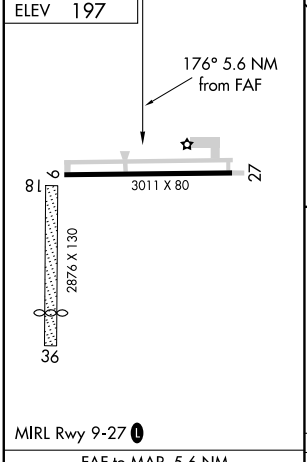
T NA

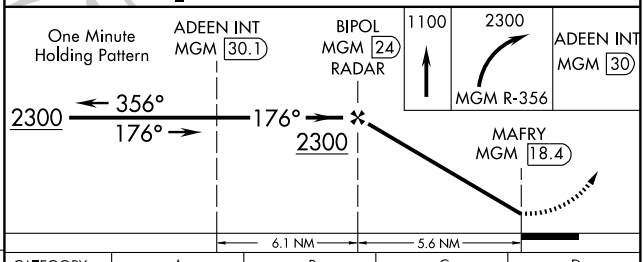
DME or RADAR REQUIRED. Use Montgomery Rgnl (Dannelly Field) altimeter setting; when not received, use Alexander City altimeter setting and increase all MDA 120 feet and increase Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. Circling NA to Rwy 18/36.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 via MGM R-356 to ADEEN INT/30 DME and hold.

MONTGOMERY APP CON ★	UNICOM
121.2 380.225	123.05 (CTAF) L







FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
CIRCLING	900-1 703 (800-1)		900-2 703 (800-2)	NA

SE-4, 03 JUN 2010 to 01 JUL 2010